

Hirohito thanks well-wishers

TOKYO, Sept. 27. (Reuters): Japan's ailing Emperor Hirohito, in stable but critical condition, sent greetings to his anxious subjects today and asked a courier how his rice plants fared after a week of a heavy rain.

The 87-year-old Emperor, who collapsed on Sept. 19, received several blood transfusions during the week but no others were planned today even though he continued to bleed internally, palace officials said.

Thousands of people, young and old, defied heavy rain to line up outside the Imperial Palace to pray for Hirohito. More than 1.5 million have signed registers expressing their concern for him.

Palace chief steward Shioichi Fujimori, who saw Hirohito today for the first time since his collapse, said the Emperor expressed thanks for the outpouring of concern from his people.

"Thank you all so much for worrying about me. Please give (the people) my best regards," Hirohito was quoted as saying.

The Emperor then asked about the condition of his rice plants in the palace garden and was relieved to hear they were doing well despite the persistent rainfall, Fujimori said.

45 arrested

KHARTOUM, Sept. 27. (AP): Forty-five persons, including a member of Parliament, have been arrested and are being interrogated about supplying rebels in southern Sudan with information on government movements, a senior official said.

Philippine coup plotter captured

MANILA, Sept. 27. (Reuters): Security forces today captured a key leader of a failed 1987 Philippine coup attempt and President Corason Aquino suggested for the first time senior politicians were involved in plots to overthrow her.

The military said Lieutenant Colonel Eduardo Matillano gave up peacefully after dozens of soldiers and police before dawn surrounded a small hotel in suburban Quezon city which the rebel officer had been using as a hideout.

Aquino immediately ordered the Justice Department to "build up information and file

Rakowski appointed Polish Prime Minister

WARSAW, Sept. 27. (Reuters): Politburo member Mieczyslaw Rakowski, an old opponent of the banned Solidarity trade union, was appointed prime minister today and said Poland needed a hero to extract it from crisis.

Parliament approved Rakowski's nomination, which the Communist Party's policy-making central committee announced yesterday, by 338 votes to five with 35 abstentions.

Reading from a prepared speech after his confirmation in office, Rakowski said: "It would take a hero, a man of providence, to lead the country at this time. That I am not."

Rakowski pledged his best efforts to implement Communist Party decisions and to take into account the views of pro-government trade unions and other social and political groups. He implied that these included Solidarity.

Courage
Party leader Wojciech Jaruzelski, proposing Rakowski's appointment, told Parliament: "He is a man full of energy, initiative and courage in the pursuit of new solutions. He is a proponent of Democratic reforms."

Rakowski, 61 replaced Prime Minister Zbigniew Messner, who was ousted on Sept. 19. Party leaders blamed him for the failure of economic reforms and a collapse in public confidence that provoked pro-Solidarity strikes this year.

Rakowski faces the challenge

of co-ordinating government tactics in negotiations on Poland's future next month between the authorities, Solidarity and other public groups, including the powerful Roman Catholic church.

He also must persuade the country to accept economic reforms at a time when inflation is soaring and shortages of consumer goods are acute. Jaruzelski said the new government should not let living standards slump further.

The main opposition demand is for the re-legalisation of Solidarity. The authorities have said they will consider this, but that the union cannot return as the independent mass labour movement which it became in its 1980-81 legal era.

Suppressed
Rakowski was the government's chief negotiator with Solidarity before the union was suppressed under martial law in Dec 1981. Union activists said he did not conceal his dislike both for Solidarity and its leader, Lech Walesa.

Jaruzelski, recalling that period, told Parliament Rakowski had made many efforts at dialogue with the opposition but he had never flinched in his defence of the communist system.

Rakowski said he hoped to broaden the base of Poland's government, which is nominally a coalition headed by the Communist Party, and would announce his cabinet in two weeks.

Reagan gets assurance PLO trying to recognize Israel

UNITED NATIONS, Sept. 27. (AP): President Reagan received assurances from Egypt's foreign minister that the Palestine Liberation Organisation was trying to find a way to acknowledge Israel's right to exist, a US official said.

Such recognition would meet a primary US condition for the United States to deal with Yasser Arafat's organisation, which all Arab governments recognise as the sole representative of Palestinians.

Egyptian Foreign Minister Esmat Abdel Meguid told Reagan yesterday that "some elements" of the PLO would continue to resist, said US Assistant Secretary of State Richard W. Murphy.

But the Egyptian official assured the President that senior PLO leaders "would like to find a way to come to terms with Israel's right to exist," Murphy said.

Rumoured
Reagan met for about half an hour with Meguid and Israeli Foreign Minister Shimon Peres. Secretary of State George Shultz and Murphy participated.

For years, the PLO has been rumoured to be on the brink of accepting Israel, but Arafat's organisation has never taken the step. Its covenant, meanwhile, is sworn to the destruction of the Jewish state.

Shultz planned further meetings with Meguid and Peres while they are in New York to attend the special session of the United Nations General Assembly.

Reagan met with the ministers after delivering his farewell speech to the General Assembly. In it he made a brief reference to the Arab-Israeli conflict, simply saying "we look to a peaceful solution."

Progress
Unlike other speakers, he did not demand Israel's withdrawal from the West Bank and Gaza Strip, which the Arabs lost in the 1973 Middle East war.

At a picture-taking session with Meguid and Peres, the President said he wished he could have made more progress toward peace in the Middle East.

UN bodies edge out Reagan and Gorbachev in Nobel peace stakes

OSLO, Sept. 27. (Reuters): The United Nations organisations have edged out Soviet leader Mikhail Gorbachev and President Reagan as favourites for this year's Nobel peace prize.

The winner's name will be chosen in the traditional secrecy until Thursday, when the Oslo-based Nobel committee will reveal who has been chosen from this year's near-record 97 nominations.

But speculation in the Norwegian media, often well-founded in the past, has drawn the spotlight away from the two superpower leaders, jointly nominated for signing the Intermediate-range Nuclear Forces (INF) treaty—the first ever US-Soviet pact to agree cuts in the world's nuclear arsenal.

Instead, the United Nations peace-keeping forces, UN Under-Secretary-General Diego Cordovez and the World Health Organisation (WHO) are now

favoured.

"The problem with Reagan and Gorbachev is the US election. It could be taken as an endorsement of (Republican candidate) George Bush's campaign if Reagan won," said one seasoned Norwegian Nobel-watcher who asked not to be identified.

"The UN, in its various forms, is a good bet. The world is taking notice of it now," he added.

The 159-nation world body, long regarded as a mere debating chamber, is enjoying new respect as a peacemaker in Afghanistan and the Gulf.

The UN, and specifically Cordovez, played a major role in negotiating the withdrawal of Soviet troops from Afghanistan. A UN mediator is working to persuade Iran and Iraq to make their Gulf war cease a permanent peace.

UN peace-keeping forces, particularly in Lebanon, have been

credited with keeping tensions lower than they would otherwise be in some of the world's hottest spots.

Transferred
Secretary-General Javier Perez de Cuellar was nominated for this year's prize, although after the February deadline. His name has now been transferred to next year's list.

But the Geneva-based World Health Organisation (WHO), often nominated before and prominent in the international fight against AIDS, is also thought to have a good chance of winning the \$380,000 prize.

The Nobel committee has whittled the candidates down to a short-list of four, but little more is known.

Norwegian state television (NRK) reported last Sunday that the various UN bodies had a good chance, while Reagan and Gorbachev were unlikely choices.

Dukakis denies he is a far left liberal

WASHINGTON, Sept. 27. (Reuters): Democrat Michael Dukakis hotly denied Republican George Bush's charge he is a far left liberal as the two presidential candidates fought for "Reagan Democrat" votes in Ohio and Illinois today.

Dukakis, who lost to Bush in 1992, said he was not a liberal and other mid-western states by winning back Reagan votes in 1980 and 1984 but who Dukakis believes have been left out of general prosperity since.

Dukakis had campaign stops in Florida and Chicago in Illinois. Bush had stops in Ohio and Kentucky before going on to Bloomington, Illinois.

As part of his effort to win back the moderate Democrats, Dukakis blasted Bush for saying during Sunday night's debate that Dukakis was a card-carrying member of the American Civil Liberties Union (ACLU) and the country did not want to move that far left.

He suggested that Reagan was a far right conservative and that the ACLU was a moderate and liberal group. "I know it," Dukakis told cheering supporters in New Jersey last night.

The Massachusetts governor said he had signed one of the toughest laws against child pornography in the nation despite the ACLU's position that anti-smut laws represent an unconstitutional infringement on freedom of speech.

He said he also supported tax exemptions for religious institutions, contrary to the ACLU's position.

The ACLU is often attacked by conservatives for defending extreme leftists even though its strict civil libertarian position has led it to defend extreme rightists as well.

The Bush and Dukakis camps both claimed victory after Sunday night's debate but both also sought to dispel any advantage the other side might have gained.

Just as Dukakis sought to dispel the card-carrying ACLU tag, Bush aides rebutted Dukakis' assertion that Bush wanted criminal penalties against women who have abortions.

The Bush camp said the next day that Bush wanted penalties against abortionists, not the women who have abortions.

Lack of vitamin may blind children

GENEVA, Sept. 27. (Reuters): About 200 million children world-wide risk blindness and death through lack of vitamin A deficiency, the World Health Organisation (WHO) said today.

The agency called for urgent action to provide vitamin supplements to children at risk in 37 countries of Africa, Asia and Latin America.

"Insufficient Vitamin A intake is by far the leading cause of blindness among children in developing countries," the WHO said in a communique.

The disorder, known as xerophthalmia or "dry eye", results from a combination of inappropriate diet and infectious diseases, particularly measles. Children under six years of age are most vulnerable.

The Geneva-based agency estimated 500,000 children go blind every year for lack of Vitamin A, and that two-thirds of these die within a few weeks of becoming blind.

Good sources of Vitamin A include liver, milk, butter and eggs, spinach, carrots, mangoes and papayas.

Israeli raid on Hezbollah bases in Lebanon

NABATTIYEH, Lebanon, Sept. 27. (Reuters): Israeli warplanes attacked pro-Iranian Hezbollah positions in South Lebanon today, police and witnesses said.

Four Israeli jets bombed Hezbollah military bases in Louwaizah, northeast of this market town, 55 kms (33 miles) south of Beirut.

There were no immediate reports of casualties but witnesses said rings of black smoke covered the village of Louwaizah, a stronghold of Hezbollah at the edge of Israel's self-declared security zone.

The raid was the 17th Israeli strike in Lebanon this year and the fourth attack on South Lebanon this month.

Bases
In Tel Aviv, an Army spokesman said Israeli jets bombed Palestinian bases in South Lebanon, north of Marjayoun, the headquarters of the Israeli-backed South Lebanon Army (SLA).

The spokesman said the bases were used for planning and launching attacks against Israeli forces and SLA militiamen.

On Friday, four people were wounded when Israeli jets raided Palestinian positions east of the southern Lebanese port of Sidon.

Israeli troops raided the village of Louwaizah on May 25 killing at least 20 Hezbollah members.

Gunmen kill politician in Bihar

NEW DELHI, Sept. 27. (Reuters): Gunmen killed a prominent Hindu politician in the Indian capital today, then wounded a woman who tried to stop them, police said.

They said at first, Balwant Singh Solanki was killed by Sikh separatists fighting for an independent homeland in the Punjab but later said they no longer believed Sikhs responsible and that the moves for the killing were unclear.

Solanki, a member of the right-wing Bharatiya Janata Party (BJP), sat on the municipal council which runs Delhi.

The 57-year-old Solanki was shot in the chest in a narrow lane in the capital, where he had been visiting his family. He was a member of the northern state of Punjab's Sikh separatist movement, the Khanda Sena (Sikhs' Army) were killed by Sikh militants.

The United News of India said Solanki's killers fled on foot after killing him at a market near New Delhi airport.

They shot the woman in the arms as they tried to steal her son's scooter and she tried to beat them off with a club, then they made good their escape.

Truce applies to shipping also, insists Iraq

BAGHDAD, Sept. 27. (Agencies): Iraq insists that the ceasefire in its war with Iran also applies to shipping, first Deputy Prime Minister Taha Yassin Ramadan said today.

"Iraq insists on its position that the ceasefire should be on dryland and water," Baghdad Radio quoted him as telling Iraqi workers in North Yemen.

The question of free navigation in the Gulf is one of the main obstacles to a breakthrough in direct talks between Iraq and Iran which opened in Geneva after the Aug 20 ceasefire. The talks are due to resume in New York.

Iran's foreign minister le today for New York where peace talks are tentatively scheduled to resume.

The Iranian news agency IRNA said Ali Akbar Velayati flew from Tehran to attend the United Nations General Assembly and told newsmen before leaving the UN secretary-general hoped to hold a new round of peace talks alongside the UN session.

IRNA said the minister repeated that Tehran was ready to resume talks but "that the main problem is the Baghdad regime which he said is obstructing process of the talks."

Gulf peace talks

(Continued from Page 1)

separately with Iraqi Foreign Minister Tariq Aziz and Iran's Foreign Minister, Ali Akbar Velayati on Friday, said Francois Gulliani, the secretary-general's spokesman.

On Saturday the two ministers will meet together with the secretary-general and his mediator, Swedish Ambassador Jan K. Eliasson, he added.

UN military observers have said that the ceasefire is holding. However, the truce was only the first step called for in Resolution 598.

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Test-tube baby born in Kuwait

KUWAIT'S first test-tube baby was born yesterday at the government Maternity and Gynaecology Hospital.

The baby girl, weighing three kilograms, was in good health, said the doctors who delivered the baby by Caesarean section.

The baby's parents, both Kuwaitis who wished to remain anonymous, first reported to the hospital's Centre of Test-tube Babies last January for artificial insemination.

Director of the hospital Dr Ebrahim Abdulla Al Abdul Hadi said KUNA, all stages of the artificial insemination were completed and supervised by the hospital's specialised centre.

Four oviducts were collected and later exposed to the husband's sperm, according to Dr Mahmoud Al Mutawa, who was in charge of the case and supervised the delivery yesterday.

Forty-eight hours after the insemination, two of the four eggs were found to have been fertilized and those were then implanted in the mother's uterus. Only one of the two eggs stuck to the womb's lining. Had the other done so the 33-year-old mother could have had twins, the doctor said.

Mindful

Meanwhile, Dr Seddika Al Awadi, head of the hospital's Hereditary Disease Section said, the Centre of Test-tube Babies is always mindful that artificial insemination be conducted only after all requirements of Islamic Fatwa (religious advice) have been met. Chief among these is that the donors of the sperm and the egg be married.

The centre does not keep frozen eggs, she said. All staffs of the centre are Muslims.



The team from the Maternity and Gynaecology Hospital's Centre of Test-tube Babies.

Mobile phone charges to be lowered next year

THE chairman of the Mobile Telephone Co. Abdullah Al Sabeh announced yesterday that the company will implement a new charge system effective at the beginning of next year.

The annual subscription fee will be reduced from KD200 to KD125, provided the subscriber does not speak for more than 150 minutes a month.

If they talk for more than the

stipulated time-limit, customers will be charged extra. Only 50 minutes a month can be used during peak hours of noon and evening at no extra charge. The balance of the 100 minutes is allocated to other hours, he said.

Based on any time over the 150 stipulated minutes per month, the company will charge 50 and 30 for each extra minute used during peak and ordinary period respectively, the official said.

The company based the new charges on a study which indicated that out of 15 million minutes used monthly, 63 per cent of the subscribers speak for only 25 per cent of the total time. A reduction in charges for other services is also planned, Al Sabeh said.

Petrol station customers get water, not benzene

THE petrol filling station near the Ministries Complex at Murghab supplied cars with water instead of benzene on Monday.

Explaining the bizarre incident, a source at the station told a local daily that the petrol tanker which provides the station with its regular supply of benzene was carrying benzene mixed with water.

Workers cleaning the tank had not completely flushed out the cleaning water prior to filling it with benzene, he added.

The station was closed for cleaning operations.

Meanwhile, Monday's customers are complaining about damaged engines and stalled vehicles.

NHA to organise residential afforestation

THE Assistant Director General for Planning and Design Affairs at Kuwait's National Housing Authority (NHA), Ali Al Fouzan, has announced that the Authority will be involved in the afforestation and beautification plans for Kuwaiti residential areas.

In an interview with Al Sayasah the official said that the authority will co-ordinate all related activities with the Ministry of Electricity and Water, Kuwait Municipality and the Public Authority for Agricultural Affairs and Fisheries.

The NHA is continuing its preparations to participate in the "Three Day" celebrations scheduled for Oct 15, the official added.

S. Arabia gives \$28.5 million to PLO

RIYADH, Sept. 27. (Reuters): Saudi Arabia has given the Palestine Liberation Organisation (PLO) \$28.5 million, a Palestinian official said yesterday.

Saudi Arabia and six other Arab oil-producing states agreed in 1978 to pay \$30 billion over 10 years to the PLO and Syria and Jordan which border Israel.

PLO Chairman Yasser Arafat visited the kingdom on Sunday for talks with King Fahd then flew to North Yemen. He is now in Bahrain as part of a tour of Arab states.

Embassy's role appreciated

LONDON, Sept. 27. (KUNA): A Kuwaiti national, recently freed from abduction for ransom, expressed today deep appreciation to the Kuwaiti Embassy here and Foreign and Interior Ministries' efforts that helped speeding his release.

Waleed Al Homaidhi, in a brief statement to KUNA, said that he also valued the British police role in bringing his ordeal to a safe end.



Kuwait's Minister of Defence Sheikh Nawaf Al Ahmed yesterday received at his office Gen. John Stibbon (left) director of military supplies at the British Ministry of Defence. The meeting dealt with military co-operation between the two countries and was attended by Kuwait's Army Chief-of-Staff Major Gen. Mazayd Al Sanea.

US Navy team investigating jet crash in Gulf

MANAMA, Bahrain, Sept. 27. (UPI): A US Navy team began investigations today into why a Navy F-14A jet fighter crashed into the northern Gulf after its two crewmen ejected safely, a spokesman for the Joint Task Force, Middle East, said.

US warships also started accompanying a refuelled tanker out the Gulf today, in line with the Reagan administration's new policy of ending convoy operations in the strategic waterway.

Accompanying

The White House yesterday announced an end to US convoys of American-flagged ships in the Gulf, but said the Navy will maintain its presence in the waterway to aid threatened ships.

White House spokesman

Marlin Fitzwater said President Reagan acted after reviewing the current ceasefire which has been in effect since Aug 20, and consulting with allies and friends in the region.

Officials point out there have been no attacks on merchant mariners or allied warships in the Gulf since the truce went into force.

Joint Task Force, Middle East, spokesman Lieut. Comdr. Brad Goforth said the USS Vandegrift today began "accompanying" rather than escorting, the fully loaded, refuelled tanker Sea Isle City, in line with new policy.

Goforth said US warships were no longer required to be in line, either in front or behind, of vessels flying the Stars and Stripes.

Kuwaiti researcher wins foundation prize

DR Rasheed Al Amiri, 38, is the first Kuwaiti researcher to win the Kuwait Foundation for the Advancement of Science prize for his 23 research papers on the development of the petrochemical industries in the Arab Gulf and Peninsula.

Al Amiri, who is also a professor in the Chemical Engineering Department of Kuwait University, was also the first Kuwaiti to win a patent registered in the USA in 1986 in the oil industry.

In an interview with KUNA, Al Amiri disclosed that the

relevant Kuwait authorities are trying to use his invention in the field of oil derivatives that are manufactured by Kuwaiti refineries.

Defence officials visit Kuwait

A SENIOR British defence official yesterday discussed arms purchases with Kuwaiti Defence Minister Sheikh Nawaf Al Ahmed, a British Embassy official said.

Master-general of the ordnance General John Stibbon, responsible for buying equipment for the British Army, is the latest of a number of senior British defence officials to visit Kuwait.

The northern Gulf state, on the edge of the Iran-Iraq war-front, recently signed arms contracts with the United States and the Soviet Union.

A senior Brazilian defence official met Sheikh Nawaf earlier this week as part of a Gulf tour, a

Brazilian Embassy official said. General Diego Figueiredo, head of the Army Ministry's Department of Logistics and War Material, discussed bilateral military cooperation and purchases, the official said.

Brazil is a major Third World arms manufacturer hoping to boost its position in the lucrative Gulf Arab market, diplomats said.

Saudi envoy to Denmark dies

COPENHAGEN, Sept. 27. (Reuters): Sheikh Fouad Salwat Hussein, 66, the Saudi Ambassador to Denmark, died yesterday, the Danish Foreign Ministry announced.

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Julia at any moment in time

By Gail Seery

POOR Kathleen Turner is having a really rotten time. Last seen struggling through a "return to childhood" experience in *Peggy Sue Got Married*, she spends *Julia* and *Julia* in such a confused state that her tramas as *Peggy Sue* look trivial. Clearly this is a case of typecasting—and it has to be said that she does look dazed and confused to perfection.

Another bad case of typecasting is the role played by Sting. He always plays obsessive roles, always plays the seducer and always plays the dangerous but beautiful young man. From *Brimstone and Treacle*, where he played the mysterious, and possibly other-worldly young man who lifts the daughter out of her coma, to *Bride of Frankenstein* where he plays the obsessive scientist who wishes to teach his creation all about life, his performances are almost the same, always contain that element of strange simplicity, and the strong undercurrent of potential

violence. His roles are often chilling and are invariably effective.

Julia and *Julia* opens on her wedding day. She is marrying Paolo, and his father is reading a poem over dinner in the garden. Suddenly the wind comes up, catches her veil and blows it away. Into the hands of *Sting* who stares at it in perplexity, as if to say "How am I going to get the band to play this?" All this looks pretty straightforward—we are meant to recognise this as an omen that things will not go well for *Julia* in her married life.

Sure enough, as the car leaves the country house, Paolo swerves to avoid an oncoming lorry, and rolls down the bank, and *Julia* is thrown clear, but the car, with Paolo inside, bursts into flame.

We cut to six years later, where *Julia*, still grieving for her husband, is leading a drab life, working in a travel agency, and studiously avoiding all efforts by her colleagues to draw her out into the world. Then at night, driving home, she has to wait because the road

through a tunnel is blocked, and when she comes out her life has apparently changed. She discovers that Paolo did not die, and that they have now been married for six years and have a small son called Marco.

Her new world is idyllic. She has a handsome husband, (admittedly with a large nose), she has a beautiful apartment and a happy family, she has friends and is lovely and content. At first glance she has found the life she always wanted. On closer examination she finds that her life is far too complex, and has its seamier side.

She finds a room key in her coat pocket, and receives a call from a man who is quite obviously her lover, though she can remember nothing about the six years of marriage or her life. She is inevitably drawn towards the room, to find out who it is she is supposed to meet there, and her husband Paolo tracks her—obviously suspecting her of infidelity.

In the room she meets *Sting*, but runs away from him. She bursts back into the apartment

only to find that everything has changed again, that it is empty, and has been for a long time. She goes back to her work, where her colleagues claim to have been talking to her the day before, and becomes distraught and hysterical.

But then the boyfriend, *Sting* walks into her office, wanting to book a ticket out, and she recognises him from that other, more comfortable world. She chases after him, and starts another affair with him. The hotel room he stays in is the same as the one she saw in her other world, and when she wakes up in the morning, she finds herself back there. She runs home to find Paolo angry and hurt at her infidelity.

She decides to confront her lover *Daniel*, and tells him she is leaving him, but he refuses to let her go. She decides she must kill him.

After that she returns to the idyllic world with Paolo and Marco. She is baking a cake while Paolo bathes Marco, but finds she is missing an important ingredient and goes to fetch it. A car pulls up, and she

is arrested and interrogated about her relationship with *Daniel*. She tells them that her husband can confirm that she was with him on the night her lover died. "Madame, perhaps you do not understand," says the policeman in surprise. "Your husband died six years ago."

In the final sequence she is writing to her father-in-law, saying she is waiting for Paolo. The plot is so very confusing, that there is no totally satisfactory interpretation. Clearly she has drifted into a dreamworld, and *Daniel's* arrival in the real world leaves her feeling that she has somehow betrayed the dead. But if time runs as seen in the film, she had encountered *Daniel* in that world before she met him in her office.

It is a very moving and disturbing film, very well acted, very convincingly portrayed and extraordinarily compelling. I still don't know exactly what was real and what was not, and the only clue comes from the appearance of *Julia* at any moment in time.

By Brian Hollis

MISTAKEN identity is certainly one of the most overused themes in comedy films as it provides facile opportunities for cheap laughs. In *Big Business* we get a double helping, due to a mix up at birth between twins.

A tycoon is visiting his new acquisition "Hollowmade" out in the country, when his wife prematurely gives birth to twins. Meanwhile, in the neighbouring ward a local woman also gives birth to twins, and, of course, the nurse accidentally places one right and one wrong twin in each cot. Switch to 40 years later when big corporation headed by the redoubtable *Bette Midler* and her shy "twin" sister *Lily Tomlin*, decides to sell off "Hollowmade" to an Italian strip mining company for a vast profit and in the process put 500 workers and the whole of *Jupiter Hollow* out of business.

The leading lights of *Jupiter Hollow* are no less than the other twin sisters (also of course played by a more courtly *Bette Midler* and *Lily Tomlin*). The country sisters decided to go up to New York to fight the corporate twins at the forthcoming board meeting and scene is set for total and utter confusion.

Lily Tomlin (New York) has always had a hankering after the country and wants to settle down with a few ducks and pigs, much to the disgust of

Double trouble

hardnosed tycoon's daughter *Bette Midler* (New York). So when a farmer from *Jupiter Hollow* mistakes her for *Lily Tomlin* (country), her dreams seem to be coming true. Meanwhile *Bette Midler* (country), has always wanted a faster pace of life, and is bowled over by the Italian mining boss who mistakes her for *Bette Midler* (New York). And so it goes on until a hilarious denouement in the ladies' toilets.

It would be a lie to suggest that this is a great comedy, but it has been very successful in both America and Britain, and *Bette Midler* certainly steals the show as an unbending corporate head who treats on all and sundry, including her sister, in order to achieve her ends.

Originality of plot is certainly not one of this week's highlights, as will be demonstrated by the other major release, *The Great Outdoors* starring *Dan Aykroyd* and *John Candy*. Mr Average American, *Candy*, takes his family to a holiday resort by the Minnesota Lakes and prepares for "fishing and hunting" with his sons in the region where he and his wife spent their honeymoon. An old schoolfriend, now a Chicago tycoon, decides to drop in for a few days with his bored socialite wife and her two daughters. When *Candy* starts to barbecue hot

dogs, he sends out for lobster tails, and when *Candy* wants to hire a pontoon boat, he insists on a huge overpowered ski boat, with predictable results.

Unfortunately though, the whole film is predictable from start to finish. *Candy's* son falls for a local girl and after three days manages to get a kiss in the park; fishing, water skiing etc. are all failures; *Aykroyd's* family pouts and sulks; and *Candy* gets wet, falls down stairs and generally makes an ass of himself. Their log cabin is virtually destroyed when they try to remove a bat, which for some reason has them all scared silly, and a story about a savage bear turns into reality. Of course, they all end up the best of friends, and set off back to Chicago refreshed and happy. Considering the track record of both the main stars, *The Great Outdoors* is certainly not one of their best, but it's supposed to be no worse than the average American summer teenage caper.

For many British people over the age of thirty, the demise of *Donald Campbell* on Coniston Water some 21 years ago ranks alongside the assassination of *Kennedy* as a never to be forgotten moment. Millions were listening or watching as *Campbell*, trying to break the world water speed record at over 300 mph, spoke

Bette Midler and Lily Tomlin (left) in *Big Business*.

his last words "she's going," and then disintegrated into little pieces across the surface of the lake. The period building up to *Bluebird's* last attempt at the record is painstakingly reconstructed in a new British movie *Across the Lake*, starring *Anthony Hopkins*. While everybody knows that *Donald Campbell* must have suffered from living in the shadow of his more famous father, *Sir Malcolm*, many other more painful aspects of his last days are revealed. He was flat broke and heavily in debt, and was on the

point of breaking up with his French wife *Tanya*. This very well researched drama shows how all the pressures surrounding him in the last weeks led to an inevitable disaster.

Children's tastes are catered to with *Locke the Superman* and more *Sesame Street* for the little ones, and *Walt Disney's Return to Witch Mountain* for the older ones.

For sports fans the American football season is just starting, and recent baseball and the highlights of the England/Sri Lanka cricket Tests are also available.

The above films are by courtesy of VFI Films/Farwaniya; Video Nauf—Tel: 2432809; Video Club—5724372.

PRAYERS

Fajr	4.21 am
Zuhr	11.39
Asr	3.03 pm
Maghreb	5.36
Isha	6.53

TELEVISION PROGRAMMES

KTV 1

- 3.30 Holy Quran
- 3.45 Heidi: cartoon serial
- 4.10 World News via Satellite
- 4.40 Baqaya Hattam: Arabic serial, starring: Juliet Awad, Rabiha, Shihab, Dawood Jalal
- 5.40 Cartoons
- 6.10 Summer '88
- 7.00 News Summary
- 7.05 Songs and Music
- 7.30 Documentary
- 8.30 Weekly Seminar: Family Planning. The use of pills and other contraceptives will be discussed. Also talk on how Islam deals with the subject. Guests are Dr Najam, Abdullah Abdul Wahid, Dr Khalid Al Madh-kour, Dr Hassan Hathbouth.

- 9.00 News in Arabic
- 9.50 Al Rajai Wal Idara: Arabic play, starring: Samia Al Alfi, Mohammad Al Jundi, Tariq Dsouqi, Mohammad Taji
- 12.05 News Summary
- 12.10 World News via Satellite, followed by Holy Quran/Closedown

KTV 2

- 6.00 Holy Quran
- 6.10 The Mouse Factory: cartoon series
- 6.30 The Kids of Degrassi Street: "Chuck Makes a Choice." Pip joins a theatre company and wants the family to watch their performance.
- 7.00 Explorer: "Winter Marathon" and High Altitude Hang

- Gliding. Focus on ice skating champion Stewart Stevens. Also hang gliding in the US.
- 7.30 Growing pains: "Dance Fever." A school dance provides the backdrop for action in this family show.
- 8.00 News in English
- 8.40 O'Hara: "Sign of the Times." O'Hara has good reasons to pursue a case on a lunch. Action.
- 9.35 Olympic Report from Seoul
- 10.45 L.A. Law
- 11.30 News summary/Magazine d'Actualite/Closedown

Please note that programmes and timings are liable to change without notice.

WHAT'S ON

SOCIAL

Sounds Great Party
SEPT 29: Messiah Beach Hotel, 8 pm: Sounds Great group's "Welcome Back/Welcome to Kuwait" dance party. Music by Top Ranks and the Juke Box band. Twist competition, and novelty prizes. For reservations and further details ring Ken Winston or Adolf 5740256/7 or 5758870. Newcomers to Kuwait are particularly welcome.

Canadian Women's League
OCT 1: First meeting of Canadian Women's League, new season, will be held from 4-6 pm. Maps available at embassy or call 3718678 for details.

German-speaking Cultural Association
OCT 2: Old Fialaka Room, Kuwait Hilton. After summer holiday, regular coffee mornings for ladies resume. First meeting on Sunday, 10 am. All German-speaking ladies, particularly newcomers, are welcome.

Video Workshop
OCT 5-10: Kuwaiti Players will hold two video workshops, giving instruction and practice on their video system, used for

recording stage productions, live editing console and sound mixing system. Members and newcomers welcome. Limited number of places. Tel: 5628227.

D'Assisi Association
OCT 7: Holy Family Cathedral, 8 am: D'Assisi Association's 8th annual thanksgiving mass. All ex-students are welcome. For details phone Augustin—574-6754 after 6 pm or Henry—3291909 (am).

Goan Fiesta '88
OCT 13: 8.30 pm: Messiah Beach Hotel, 11.00 pm: Ballroom. Goan Fiesta '88 to celebrate the 25th anniversary of the Young Goans Association. Music by the Stepping Stones and the Hurricane Alley. For reservations phone Tony—2421454; Wilson—2416298; Tony—3985040; Almeida—4813740 or 4813741.

Swedish Ladies coffee afternoon
OCT 22: SAS Hotel, The Tent, 6 pm: Kapilku and Flasi will celebrate their seventh anniversary. For details phone Edna—653-4200; Florence—243-9451; Jojo—902-9593.

Swedish Ladies coffee afternoon
OCT 4-4 pm: Swedish Ladies coffee afternoon at the home of Kerstin Granander.

OCT 5: 8 pm: Daniela starts

social season with a Bingo game at the Gazelle Club, TV Room. For reservations call: Connie—3715637; Lizzy—3710478.

Halloween Party
OCT 31: Children's Halloween pool party at Messiah Beach. Fancy dress competition, pantomime fun and pool fun games. For reservations call the hotel ext. 739/751.

SPORTS

Baseball
SEPT 30: Kuwait Little League will hold try-outs between 9 am and 11 am at the baseball ground, near Highway Patrol Dept, 6th Ring Road. All children between five and 15 years-old are welcome. For details call Suleiman Saklich—5615157; Rose-Navero—2650432.

Ahmed Kart Racing
SEPT 30: First race of 1988/89 season. Starts at 1.30 pm at the KOC Kart track in Ahmedi. New members, social or driving, welcome. Spectators invited. For details tele. Simon Lloyd—3989876.

Tug-of-War
OCT 21: United Goans Centre will hold a tug-of-war competition. Competitors are requested to contact organisers on 21/10 at Al-Soor Ground for entry forms.

CINEMA TODAY

Al Andalus
My Lucky Stars
Starring: Jackie Chan, Sam Hung
Al Salamiya
Burglar
Starring: Whoopi Goldberg
Al Hamra
Jaws: The Revenge
Starring: Karen Young, Michael Kane
Drive-In
Khata Al Shaitan (Arabic)
Starring: Suhair Ramzi, Karam Mutawa, Mohammad Wafiq
Al Firdous
Bijlee aur Toofan (Hindi)
Starring: Hemant Birje, Sripradha, Kader Khan

Fahad Open-Air
Qayamat Se Qayamat Tak (Hindi)
Starring: Juhi Chawla, Aamir Khan
Al Fahad
Al Police Al Nisai (Arabic)
Al Jahra
Yanks
Granada
Fatimaha Assabra (Arabic)
Sekalibhat
Appu (Malayalam)
Al Jesh
Rambo III
Starring: Sylvester Stallone
Almasr Drive-In
Sarqat Nadam (Arabic)

KLT-ACT's country-western show

Bob's swan-song on a lazy summer's evening

By Fathima Ahmed

"OH Lord, it's hard to be humble" is the swan-song of Bob Stucker, doyen of ACT's country-western musical, which opened last night at the Kuwait Little Theatre, Ahmedi.

Bob, who has been in Kuwait since 1983, has appeared in several folk concerts and country-western shows in Kuwait. Bob, due to leave Kuwait shortly, bids adieu to the amateur stage with the musical.

With his husky, resonant voice, Bob won many a heart with such numbers as "In the Jailhouse now", "Smoke, smoke, smoke", "Texas Saturday Night" and several others, providing some toe-tapping music.

Bob Stucker was acknowledged by Americans and Europeans as the best country 'n' western, and folk singer in Kuwait. At last night's performance, he lived up to his reputation.

Fifteen vocalists, all amateur singers, participated in the two-and-a-half-hour show, best described as a lazy summer's afternoon, perhaps evening is more appropriate, on a farm in cowboy country.



Bob Stucker (left) with some singers.

As all amateur shows go, there was some rhythm and melody and some offkey, flat music. Songs in the two-act musical ranged from the swinging, thumping numbers to some 'lullabies' in the first act.

One talented singer is Joanne Venter, who rendered "Paper roses" in her silky, sultry voice, making one wonder why she was not given more numbers. Malcolm Hamilton's, rich expressive voice suited such songs as "City of New Orleans" and "If you could read my mind."

The other vocalists put up a brave front and gallantly went on stage to give a new dimension to singing.

As the show's producer Nancy Parker put it: "We are amateurs; and our aim is to put on a tolerable show to entertain the community." ACT and KLT's country-western show is certainly more than tolerable, and even enjoyable in parts, if that is the sort of music you like.

Punjabi 'nightingale' in Kuwait concert

PUNJAB's noted folk singer Jagmohan Kaur, better known as Mai Moni, is to take part in a concert next month.

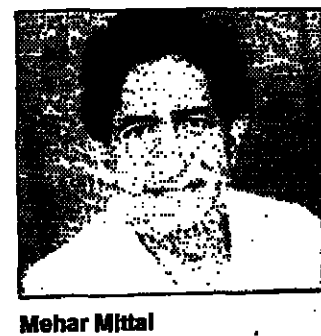
Mai Moni, known as "Bulbul-e-Punjab"—Punjab's nightingale—will present folk songs along with her singer-husband, K. Deep, alias Postee.

Mehar Mittal, a lawyer-turned-comedian, who has appeared in dozens of Punjabi films, will also take part.

The 12-member group will perform at the Al Andalus Cinema on Oct 13 and 14. The show has been organised by Narinder Singh Sethi and R.S. Walia.



Jagmohan Kaur



Mehar Mittal

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UBK PS Ltd., P.O. Box 2818, 13027 Safat, Kuwait.

Malcolm Hamilton: rich voice

ARAB TIMES Classifieds

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ACCOMMODATION

Available

KUWAIT City, Murgab, opp. the police station. One room in a 2 bedroom flat with kitchen and tele. facilities for a bachelor. Tele. Mr. Bader Alen, 2408419, after 1.30 pm. (AT4-44130-3)

KUWAIT City, Istiqal Street, near the Hale House No. 2. Accommodation in a French flat for one working lady or 2 bachelors from 1st October. Tele. Mr. Salim, 2403087. (AT4-44114-2)

SALMIYA, near the Indian and Pakistani schools. Sharing accommodation for a non-smoking bachelor. Tele. 5610865, 1-9 pm. (AT4-44128-3)

NEW KHEITAN. Accommodation with meals for north Indian bachelors. Tele. 4732186, after 2.30 pm. (AT5-44150-3)

KUWAIT City, Sharq, Istiqal Street, near the Continental Hotel. Accommodation for bachelors. Tele. Mr. Abdul Hameed, 240213. (AT4-44130-3)

SALEMIYA, near the police station. One room for a bachelor. This room has a kitchen, bathroom, and a balcony. Tele. Mr. Bader Alen, 2408419, after 1.30 pm. (AT4-44130-3)

BOODAI AVIATION "CARGO" MABUHAY Philippines Door-to-Door Service. Contact Baby. Tel: 4847837. (AT4-44130-3)

Ladies keep fit with aerobics Sat-Mon & Wed 6-7 pm The Hilton Hotel. For further information, contact the Recreation Manager 2533000.

URGENTLY REQUIRED For an import and export commission agent est. the following persons:-
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OMARIYA, House 18, Street 4, Block 5, one spacious room, sitting room and kitchen with AC for a couple, bachelors, Mangalore or Goans close to all buses. Rent KD60. Tele. Louis, 4845171. (AT5-44126-3)

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MAIDAN HAWALLI, near the Pullman Hotel. One room with water, electricity and tele. facilities for South Indian working ladies or bachelors. (AT5-44147-3)

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KUWAIT City, Sharq, Istiqal Street, near the Continental Hotel. Accommodation for 2 bachelors. For details tele. 2401275. (AT5-44151-2)

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ARAB TIMES

Thought for today

GIVE me the ready hand rather than the ready tongue
— Giuseppe Garibaldi, Italian patriot (1807-1882).

Bush-Dukakis debate lacks clear winner

By Michael Gelb

WASHINGTON, (Reuters): Supporters of George Bush and Michael Dukakis could find good news in Sunday night's debate, but undecided voters seem unlikely to shift in large numbers to either candidate as a result of the confrontation.

An instant poll by ABC News of 500 television viewers gave Dukakis a 44-36 per cent edge in the first debate of the 1988 race for the White House, but political experts initially rated the match even as both men pressed their main campaign themes without a major gaffe or blunder.

The debate will reinforce most people's leanings, but I doubt if any minds were changed. There wasn't a definitive victor. Democratic strategist Brian Lunde told Reuters.

Past experience has shown that first impressions of debates may be misleading. Perceptions can be changed by repeated television replays of key moments and exhaustive press analysis.

Aggressive
Democratic presidential candidate Dukakis was the more aggressive, seeking to nail Vice-President Bush to the Iran arms scandal and alleged drug trafficking by Panamanian leader Manuel Noriega at every opportunity.

The Massachusetts governor also questioned Republican vice-presidential candidate Dan Quayle's ability to move up to the presidency as he would have to if a President Bush were to die or become incapacitated.

"For most people the notion of a President Quayle is a very troubling notion," Dukakis said in one of several digs at Bush and his running mate.

With opinion polls showing only one third of Americans think the youthful Quayle is qualified for the presidency, the Indiana senator may prove a political liability.

"Bush was on the defensive — explaining things," nonpartisan political analyst Norman Ornstein told Reuters.

Dukakis seemed to have the best single moment in the hour-and-a-half exchange when he flatly accused Bush of questioning his patriotism by criticising the Democrat's 1977 veto of a measure that would have required schoolteachers to lead pupils in reciting the Pledge of Allegiance to the flag.

Investigations mania strikes Philippines

By Miguel C. Suarez

MANILA, Philippines, (AP): Two weeks ago, a top player in the Philippines' professional basketball league was benched through four crucial championship games for unspecified reasons. Congress decided to investigate.

Congress also is probing whether gold bullion is buried under an old fort, and if two missing bargeloads of rice are really at the bottom of the sea.

Other investigations are focusing on the nation's foreign debt of \$28 billion and alleged corruption in high places.

Nothing seems too big — or too small — for a congressional probe here. And that has led to a backlog of 73 investigations, either planned or under way.

Some legislators, like Sen. Rene Saguisag, believe investigative zeal has reached dangerous proportions and now keeps officials from more useful work.

Headlines
"Whatever is in the headlines today, tomorrow it will be investigated," Saguisag said on a television talk show.

But Saguisag acknowledged that as chairman of the Senate's Ethics Committee, he himself is conducting several probes.

"I have nothing against such investigations per se," he said. "But I... I didn't think that when we were elected last year, we would be let loose — we 200-plus members of congress — to investigate everyone and everybody."

Saguisag said a communist insurgency was raging and criminality rising because generals and police chiefs were spending too much time answering congressional questions during endless and often unproductive hearings.

The bicameral congress recon-

"Of course, the vice-president is questioning my patriotism. I don't think there's any question about that and I resent it," Dukakis said in stern tones.

Ornstein said Dukakis' aggressive demeanor may give a psychological boost for his supporters as their campaign languished in the doldrums.

Dukakis has squandered a 17-point lead in opinion polls and now trails the vice-president by a narrow margin in most surveys. A New York Times/CBS poll published on Sunday morning showed Bush with a 46-40 per cent edge.

The Democratic standard-bearer has spent most of the past six weeks on the defensive over Bush's charges that he is a weak-kneed liberal who coddles criminals and would sap American security.

Declaring his rival an extreme liberal far out of the American mainstream, Bush drove home those points throughout the debate.

Ripped
He ripped Dukakis for a prison release programme under which a convicted murderer committed a rape while on a weekend furlough, supporting abortion, opposing the death penalty, and favouring unilateral cuts in major weapons systems.

"I thought Bush was able to keep Dukakis on the left and that's what he wanted to do," the vice-president's former press secretary, Peter Teeley, told Reuters.

The vice-president also emphasised his foreign policy experience at every turn, noting on several occasions his meetings with Soviet leader Mikhail Gorbachev and his service as US envoy to China.

Bush had a monopoly on gaffes for the evening — saying seven US administrations had dealt with Noriega, which would go back to President Dwight Eisenhower who left office in 1961 when the Panamanian was only 22.

Confused
He also said he had been sworn in as president in 1981 and confused the Minuteman missile with the MX.

Bush made light of his missile stumble and tried to use it to needle Dukakis for his reputation as a cold perfectionist.

"Wouldn't it be nice to be perfect. Wouldn't it be nice to be the iceman and never make a mistake," he quipped.

vened last year after a 14-year break, following abolition by deposed President Ferdinand Marcos in 1972. Since then, both houses have initiated scores of probes on controversies made public by Philippine newspapers.

Saguisag complained that the probes frequently fade into oblivion after media interest wanes. Often, investigations would never have been started if congressmen had bothered to think twice about them, he said.

In some cases, investigations have led to conflict.

After a recent congressional fact-finding trip to the southern Philippines, Sen. Leticia Ramos Shikani openly accused Malaysia of annexing six Filipino islands. The charge led to calls by other legislators and officials for action just short of war.

Mrs. Shikani later apologised, saying she failed to verify an allegation made by a naval officer who misread a navigational chart.

The broad coalition supporting President Corason Aquino had little opposition at the congressional polls in elections following the ouster of Marcos, and Juan Ponce Enrile is the lone opposition senator.

He has recently called for investigations into alleged corruption involving relatives of Aquino and revolving around the sale of a lot in California last year.

Probe
On Wednesday, he urged a probe of what a newspaper said was a list of "economic saboteurs" hurting the national economy, prepared by Finance Secretary Vicente Jayme and including the names of legislators left unidentified by the paper.

Enrile said congressional investigations were necessary to help politicians preparing legislation.

No change apparent on the horizon

Zia's foreign policy likely to survive after polls

By Mohammed Aftab

ISLAMABAD, Pakistan (AP): The same pressures that molded Mohammad Zia ul-Haq's foreign policy appear to be shaping the views of those who would take over Pakistan's leadership in the Nov 6 elections.

Pakistan's future foreign relations could vary from their present course in small respects, depending on the winner of the November polls. But Zia's main policy principles seem likely to survive: friendship with the United States, wariness toward the Soviet Union and India, and solidarity with Arab and other Islamic nations.

Zia's strong personality and a foreign policy that has withstood a variety of trials over 11 years "means a change, however imperceptible, does not appear on the horizon," says Foreign Ministry spokesman Riaz Mohammad Khan.

"Our foreign policy is recog-

ised in the world... We will continue to pursue these policy objectives," President Ghulam Ishaq Khan, who took over Pakistan's government after Zia died Aug 17 in a still-unexplained air crash, declared at a new conference last month.

Policy
However the election turns out, this Muslim nation of 107 million people is likely to face the same foreign policy realities:

● The continuing war in Afghanistan, coupled with Soviet anger over Pakistan's role in aiding Afghanistan's anti-communist mujahideen rebels.

● A tense relationship with India, Pakistan's traditional rival, which Pakistan has been accusing of an unjustified arms buildup.

● An interest in maintaining warm relations with China and Arab nations.

● A need for close economic ties to the West.

● Dependence on the United States for supplies of sophis-



Zia-ul-Haq

ticated weapons.

Pakistan's foremost external worry is Soviet involvement in neighbouring Afghanistan. Moscow's traditional bitterness towards a pro-Western Pakistan is compounded by Islamabad's poor relations with India, a staunch Moscow ally.

Despite the signing of the April 14 Geneva accord on the

withdrawal of 115,000 Soviet troops from Afghanistan, the war in the country continues. Pakistan has expressed readiness to stop serving as a channel for aid to the mujahideen guerrillas only if Moscow stops helping the Kabul government, which the rebels are trying to overthrow. This linkage is known in Pakistan as "symmetry."

"I will follow the Geneva accord in its letter and spirit," says opposition leader Benazir Bhutto, who could become prime minister if her Pakistan People's Party wins the election.

She said symmetry is not a formal part of the Soviet troop withdrawal accord, but it is "a part of the whole deal."

The other main political groups in the running in November are ex-Prime Minister Mohammad Khan Junejo's Pakistan Muslim League and the "PML" faction led by four chief ministers of the Punjab, Sind, Baluchistan and North West Frontier Provinces.

The four chief ministers, all proteges of Zia, say they will continue his policies on aiding the mujahideen.

"We are proud of the fact that my party stepped up negotiations with the Geneva accords, with the Soviet Union's help, and we got the accords signed," Junejo has said. He has said the question of symmetry is for Washington and Moscow to sort out, language that implies the weapons flow to the rebels will continue.

Riaz Mohammad Khan of the Foreign Ministry said Zia "took an uncompromising stand on Soviet presence in Afghanistan, and he saw that a communist Afghanistan will be a threat to Pakistan and the Gulf region. That has proved to be a correct stand, and Pakistan sticks to it."

Little change is expected as well in Pakistan's strong support for Palestinian and Arab causes, which is rooted in its Muslim traditions. Pakistan has maintained good relations with both

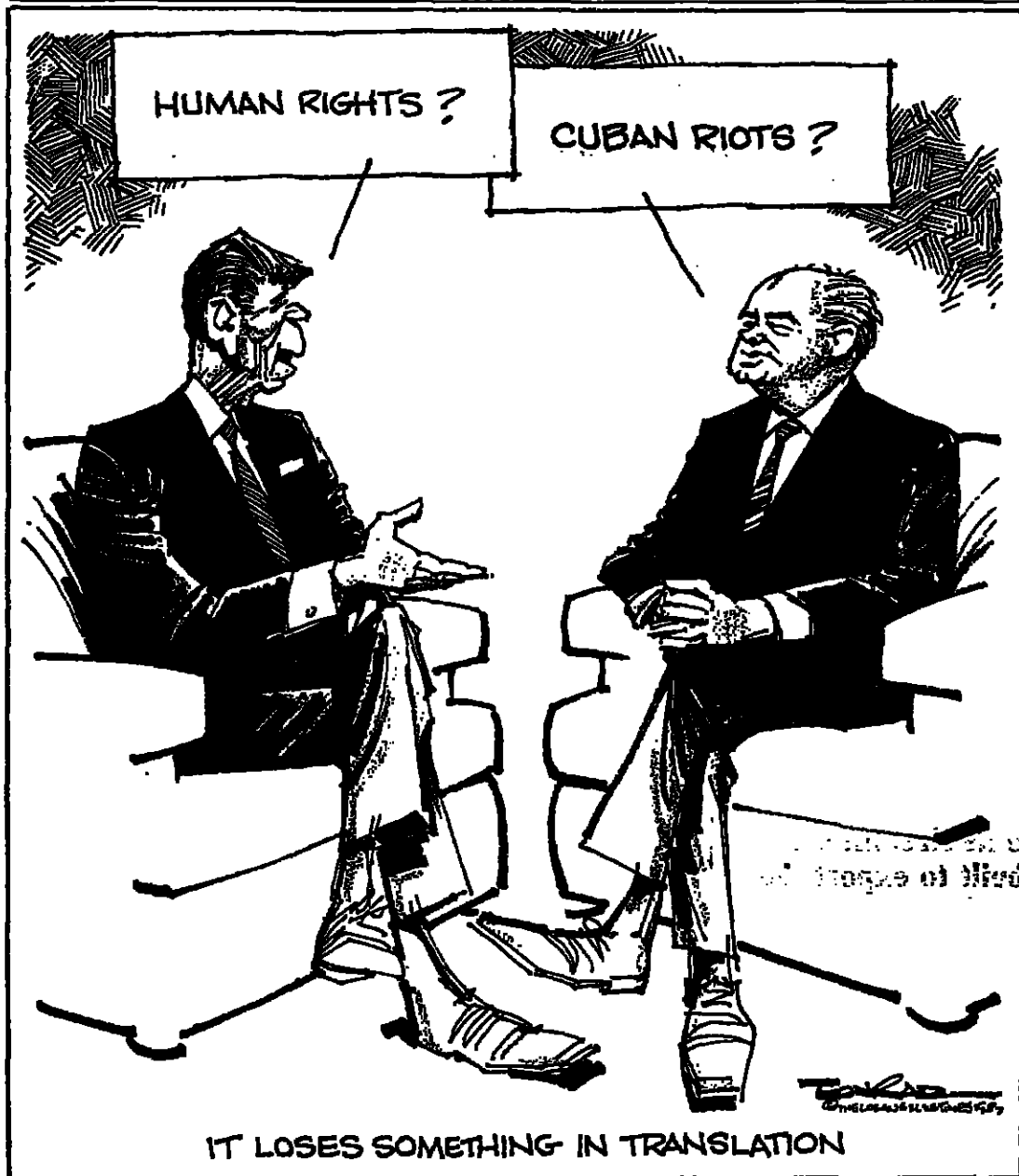
neighbouring Iran and the Arab states.

Foreign Ministry experts say any change in US-Pakistani relations is more likely to come from Washington than from Islamabad.

"The PPP believes firmly in a policy of balanced and friendly relations, based on mutual benefit and mutual respect, with all the great powers," says Benazir. "Our good relations with the United States have a long history and need not be tactical in nature. We do not share the nervousness of those who feel that when peace returns to Afghanistan, Pakistan will lose American friendship and support."

A tricky area of foreign policy will continue to be relations with India.

Zia and Indian Prime Minister Rajiv Gandhi agreed principle in 1985 to sign a Non-Aggression Pact, and an accord barring attacks on each other's nuclear installations.



By Arthur Max

ABOARD THE HMS STOCKHOLM, (AP): If the Baltic Sea were a bathtub and you could pull the plug, you still might not find the submarines hiding on the rough and mountainous seabed.

Sweden's Navy says alien ships are constantly reconnoitering the jagged coastline, eluding Swedish patrols in a maze of islands and underwater coves and crannies.

"It's like fox hunting. You have to stretch him, to be after him all the time so that at last he's so tired that he makes a mistake," said commander Lennart Danielsson, skipper of this flagship for Sweden's Anti-submarine Warfare unit, or ASW.

So far the fox has escaped, but the hunters say they are getting closer.

During a three-week chase last June, the Navy believes a prowler may have been wounded under a barrage of depth charges and anti-submarine grenades, but the vessel slipped away.

"We almost managed this spring. I think we will get him in a couple of years," Danielsson said, speaking to a reporter on the bridge of his ship during a training exercise.

Patrolling
The Stockholm, with a crew of 29 men and three women, spends two weeks a month at sea, patrolling and following up some of the hundreds of reports from citizens claiming to have seen a periscope or a diving sub. Sometimes the invader turns out to be a frisky seal or swimming moose.

The ASW unit can muster two corvettes, 12 submarines, seven mine layers, 16 patrol boats and 12 helicopters — all equipped with advanced sonar.

"One or two ships is not enough against a submarine," Danielsson said. The tactic is to box in the intruder with sonar signals from all directions, then close in and open fire.

Because it has never snared its quarry, the unit has had a credibility problem. Foreign experts have suggested the Swedes may prefer to let the intruders go and avoid a diplomatic fuss. Danielsson said that wasn't true.

Sweden, which has not fought

Foreign subs still elude Swedish patrols

a war since 1814, dismissed the submarine threat until 1981 when a Soviet sub ran aground near the naval complex at Karlskrona. The incident jarred Swedes into understanding their neutrality was no defence against foreign military adventures.

Protest
Experts who investigated a 1982 engagement also concluded the intruders were Soviet submarines, and Sweden lodged a diplomatic protest. The inquiry also disclosed the existence of previously unknown mini-subs launched from conventional submarines equipped with caterpillar tracks to crawl on the seabed.

Re-examining previous incidents, the commission found that the Soviets had been violating Swedish waters since the early 1960s.

The commission's report was the last time Sweden accused any nation, despite what the Navy calls many confirmed sightings.

The most recent engagement began Aug 27 off the west coast north of Gotborg, but the chase was abandoned after two weeks.

The Soviets have denied their ships were involved in any recent incidents, and have suggested the incursions are imagined.

Navy analysts believe that in wartime, Moscow would want to neutralize Swedish defences to allow Soviet ground and air forces to transit Scandinavia.

Prowlers
The Baltic is one of only three sea outlets on the Soviet's western front. The others are the frigid Barents Sea north of Sweden and Norway, and through the narrow Bosphorus Straits of Turkey.

To Danielsson, a 41-year-old career officer, it doesn't matter whether the prowlers are from NATO or the Soviet bloc. His job is to stop them.

The ship battles with sophisticated electronics. Its operations room is crammed with radar, sonar and television screens like a darkened arcade of space-age video games.

But the submarines have the advantage of terrain.

Camouflage
A craggy, mountainous seabed provides camouflage along a coast that stretches 4,750 miles (7,600 kms), or about half the distance of the front between NATO and the Warsaw Pact.

A strange mixture of varying water temperatures and salinity work to deflect the waves of the hunters' sonar, and a junkyard of wrecks and metallic rocks bounce back a confusing blizzard of sonar beeps.

"We have learned a lot since 1982, and the first thing we learned was that it is much harder than we thought to catch a sub," said Danielsson.

"He can go down to the bottom and pretend to be a rock, or he can move away very fast," Danielsson said, and the normal chances of finding him are "less than one per cent."

The incursions are so politically sensitive that the commander said he would not be surprised if the intruders blew themselves up rather than surrender — despite Sweden's official policy of trying to force the submarines to the surface.

"These are pros, not amateurs. We will never see a submarine coming up and waving a white flag," Danielsson said.

US electronics firms fear Japan eyeing Pentagon

By Linda Sieg

TOKYO, (Reuters): US electronics firms, still reeling from a Japanese blitz on their markets, are worried anew. The Japanese now have their eyes on the Pentagon.

"People should realise the Japanese do have a significant military presence," said John Stern, executive director of the US electronics industry office in Tokyo.

"The American military is doing what the US industry did: saying, why build it ourselves when the Japanese will sell it to us for 90 per cent of the cost."

A Japanese defence agency proposal for joint research on military technology is unlikely to calm those fears, industry analysts said.

The proposal to the United States is on the agenda for talks tentatively set for October, an agency spokesman said.

Technology
He declined comment on the areas proposed for joint efforts, but a US government source said they concerned conventional military technology, including some electronics.

Fears that Japan is set to dominate the American military electronics market may be exaggerated, some experts said.

They said Japan's technology has been less enticing than some Americans thought when Washington pressed for a military sales pact, signed in 1983. The agreement permits Tokyo to sell Washington military technology as an exception to its policy of banning military exports.

Since the agreement, there have been only two technology transfers, involving shipbuilding and ship repair.

"The rest of the world's electronics giants who dominate consumer electronics and semiconductors, and so they believe they have this fanatic (military) technology," said Keith Donaldson, an electronics industry analyst at brokerage James Capel Pacific. "They just don't."

That may well be changing. **Component**
"The electronics component of defence is a hot area," said Takashi Abe, a director of Mitsubishi Electric, the defence agency's top electronics supplier.

"Japan has highly developed commercial electronics technology, and that technology can be skillfully transferred to military uses," Abe said.

Mitsubishi has already

developed at least one technology that industry experts said the Pentagon would like — an active-phased array radar module which is highly resistant to jamming and can pick up the entire range of frequencies from planes and ships to land-based installations.

Japanese electronics firms are interested in joint research and development, but see some problems, including the question of who would hold patent rights to the results, completely offside said.

"How would we mutually use the fruits of co-operation? If that problem is settled, we would want to take part," said NEC director Tatsumi Nagatoshi.

Banning
Japan's policy of banning military exports is another factor restraining overt expressions of interest.

But some industry analysts predict that policy could change.

"The increasing difficulty in distinguishing between civil and military technology, combined with more liberal MITI (Ministry of International Trade and Industry) interpretations and the drive for global economies of scale, will increasingly lead to a softer attitude to the anti-export guidance," said a report by Baring Securities.

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Dinka tribesmen bear the brunt of southern Sudan's war and famine

By Hamza Hendawi

AL MUGLAD, Sudan, (Reuters): The Dinkas, tall, proud and war-loving tribesmen who once lorded it over southern Sudan, have suffered heavily under the twin ravages of war and famine.

The authorities regard them as possible collaborators with rebels. Arab militias — armed by the government for the declared purpose of self-defence against the rebel Sudan People's Liberation Army (SPLA) — have stolen their cattle, burned their villages and abducted women and children.

Rival tribes in the south have been only too happy to watch the disintegration of the Dinkas, according to foreign relief officials.

Even rebels of the SPLA, mainly Dinkas themselves, have not spared fellow-tribesmen. Human rights activists in Sudan and abroad say the rebels have forced some civilians to do hard labour for them and have killed others for refusing to join the SPLA.

Reprisals
SPLA attacks on Arab herdsman venturing into the northern fringes of the south with their cattle have triggered reprisals for which the Dinkas have paid in blood.

The Dinkas, Sudan's largest single ethnic group, comprised three to five million of the estimated six million people living in the south before the guerrilla war's destruction of the agricultural cycle created famine conditions.

No one knows how many are left. Some reports say half the south's population tried to flee to other parts of Sudan or to Ethiopia in search of food and security.

About 3,500 southern refugees, mainly Dinkas, have reached a camp at the remote town of Al Muglad in south Kordofan province. Most of them are suffering from severe malnutrition and diseases including malaria, measles, diarrhoea, typhoid and dysentery.

More than 200 have died since July and the camp's relief work-

ers fear that up to half of the rest could be wiped out in heavy rains and cold weather this month.

In a camp at the town of Al Meham further south, almost 3,500 people, mostly Dinkas, have starved to death since June and the outlook is bleak for up to 30,000 more refugees there.

Starved
Almost none of the people in the Al Muglad camp had shoes and only a few wore sufficient clothes. They made gestures indicating their hunger and need for clothing to a group of visiting reporters.

"They feel they lost a lot of their dignity when they lost their clothes," said one of three nurses

from the Irish charity Concern which runs the camp, 750 km (470 miles) southwest of Khartoum.

But refugees said they lost their dignity, long before they began the punishing trek to northern Sudan, when they lost their cattle to hungry and unruly rebels or to raiding militias.

Dinka life revolves around cattle. "Take the cows away and the Dinkas have very little to live for," said one relief worker in South Kordofan.

Young Dinkas sing of their valour in terms of favourite bulls, and of their future wives in terms of cows. Cattle are the symbol of wealth and the means to pay a bride's dowry.

TODAY IN HISTORY

- 1687 — Turks surrender city of Athens to Venetians.
- 1716 — Treaty of Hanover between England and France leads to triple alliance with Holland.
- 1826 — Russia declares war against Persia over latter's encroachment into Trans-Caucasia.
- 1915 — British defeat Turks at Kut-el-Amara in Mesopotamia.
- 1924 — Two US Army planes land in Seattle, Washington, completing what is called first round-the-world flight, with total elapsed time of 175 days.
- 1939 — Germany and Soviet Union agree on plan to partition Poland in World War II.
- 1941 — Nazi Germany programme of terror begins in Czechoslovakia in World War II.
- 1950 — Indonesia is admitted to United Nations.
- 1965 — Volcano 35 miles (56 km) south of Manila in Philippines erupts, killing at least 184 people.
- 1975 — Officials of World Health Organization say they expect smallpox to be eradicated from earth within one year.
- 1977 — Japanese urban guerrillas hold 156 hostages on hijacked Japanese airliner at Dhaka, Bangladesh.
- 1978 — Syrian peacekeeping troops and Lebanese Christian militiamen engage in heavy fighting in Lebanon.
- 1980 — Iraq claims that its troops advanced 50 miles (80 km) inside Iran, but reports from Tehran deny the claim.
- 1982 — US President Ronald Reagan says his economic policies have rescued nation from fiscal disaster.
- 1984 — Indian authorities order temporary closure of Golden Temple.
- 1985 — A new president, Eric Arturo Delavalle, is sworn in Panama.
- 1986 — Polish leader Wojciech Jaruzelski says his country values better relations with China and applauds recent improvements in China's ties with other socialist nations.
- 1987 — Mehdi Hashemi, one-time close aide of Ayatollah Khomeini's chosen successor, is executed by firing squad in Iran prison for treason.

SHIPPING AND FREIGHT

AN ARAB TIMES SUPPLEMENT

Ports Public Authority gears itself for the '90s

Providing a safe harbour for the free flow of trade

THE unique geographical position of Kuwait with the nature of its coast and deep waters, makes it an important link in the trade chain between East and West, using the Gulf water lanes, and across land northwards as far as Turkey.

Compared with the waters of southern Iraq, which are not very deep, because of the continuous presence of silt from rivers, Kuwaiti waters are deep and provide safe anchorages, besides a tidal range of 3.8 meters, making it possible for old sailing ships to reach the shores and discharge its cargoes.

This tidal range still controls entry of large modern ships to the modern ports of the State of Kuwait. Prior to the discovery of oil, the desert of Kuwait and the lack of fresh water and vegetation, drove the inhabitants of Kuwait to the sea for their food, water and trade.

Then Kuwait became a commercial centre and a transit point where commercial services have been extended to include Lebanon, Syria, Jordan and Iraq. This has been facilitated by an increasing population in the coastal area and sea ports play a vital role in the development of Kuwait.

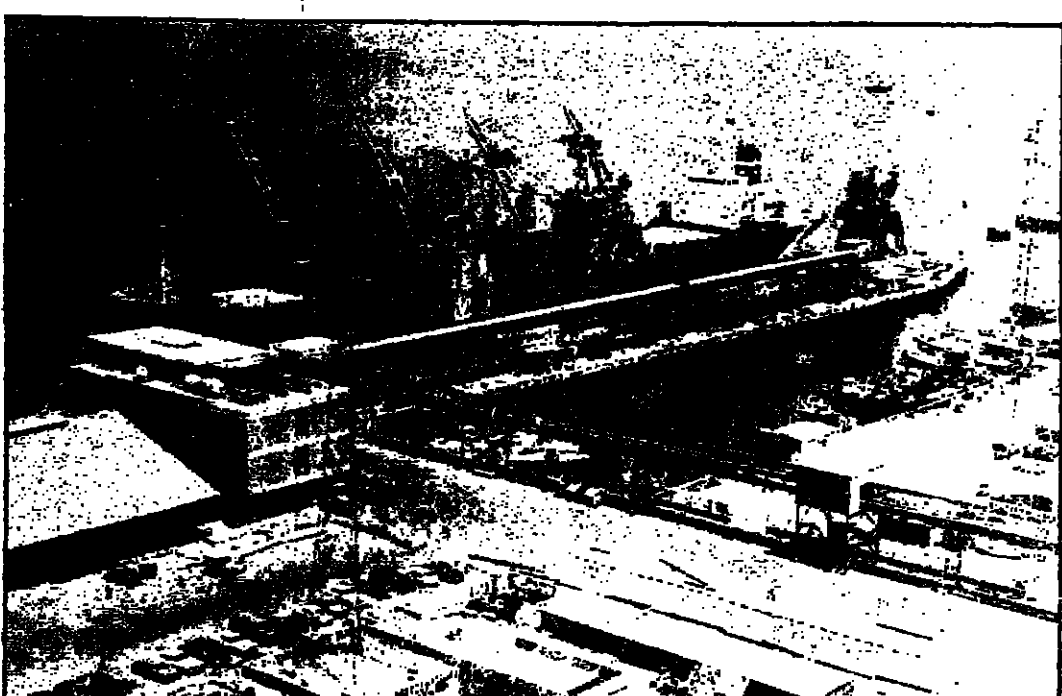
Since Kuwait has a long sea coast compared to its size, after the discovery of oil a number of ports had to be built to export the country's wealth and import the necessary materials for its vast structural growth. Developed.

The Kuwaiti ports developed very fast from a mere one small port to 3 ports, two of which are classed as international major ports in the Arabian Gulf. These are Shuwaikh and Shuaiba, where tonnages handled have increased from 1/2 a million tons in 1957 to 13.7 million tons in 1982 which means that the capacity has increased by 2,700 per cent in a matter of 25 years.

During the period of normal growth 1960-1968, the average cargo handled through Shuwaikh Port was 1.36 million tons. 2. Period of temporary lull 1969-1973, Shuwaikh Port handled 1.28 million tons. 3. Period of fast growth 1974-1982, the average was 4.33 million tons.

Towards the mid seventies one used to see a line of ships stretching from Kuwait bay out into the Arabian Gulf which was a reminder of the country's phenomenal growth of those years and the sort of problems such growth caused.

The soaring demand for virtually everything, industrial raw materials, equipments and machinery, consumer goods, food, motor vehicles, construc-



Shuwaikh Port is considered to be the first modern commercial port of the State of Kuwait.



Kuwaiti ports handle a wide variety of cargo from virtually every corner of the globe.

tion materials, most came to Kuwait aboard cargo ships from all over the globe.

The 1973 the total cargo dis-

ber, 1977 the Ports Public Authority was established.

From the day one PPA com-

menced restructuring the port

management of Shuaiba Area Authority since 1967.

Celebrating its 10th anniversary on the 16th of November 1987, PPA's responsibilities were increased by the addition of Shuwaikh Port. Now PPA manages Shuwaikh Port, Shuaiba Port and Doha Port. Shuwaikh Port is considered the first modern commercial port of the State of Kuwait. Constructed in 1956 and commissioned in August 1960, it expanded in 1964 and 1968 to what it is now. Consisting of 21 berths of various lengths and a maximum draft of 9.6 metres and variety of cargo handling equipment.

Shuaiba Port is some 50 kilometres south of the



A.R. Al Nailhari, assistant director-general, Shuaiba Port, Kuwait

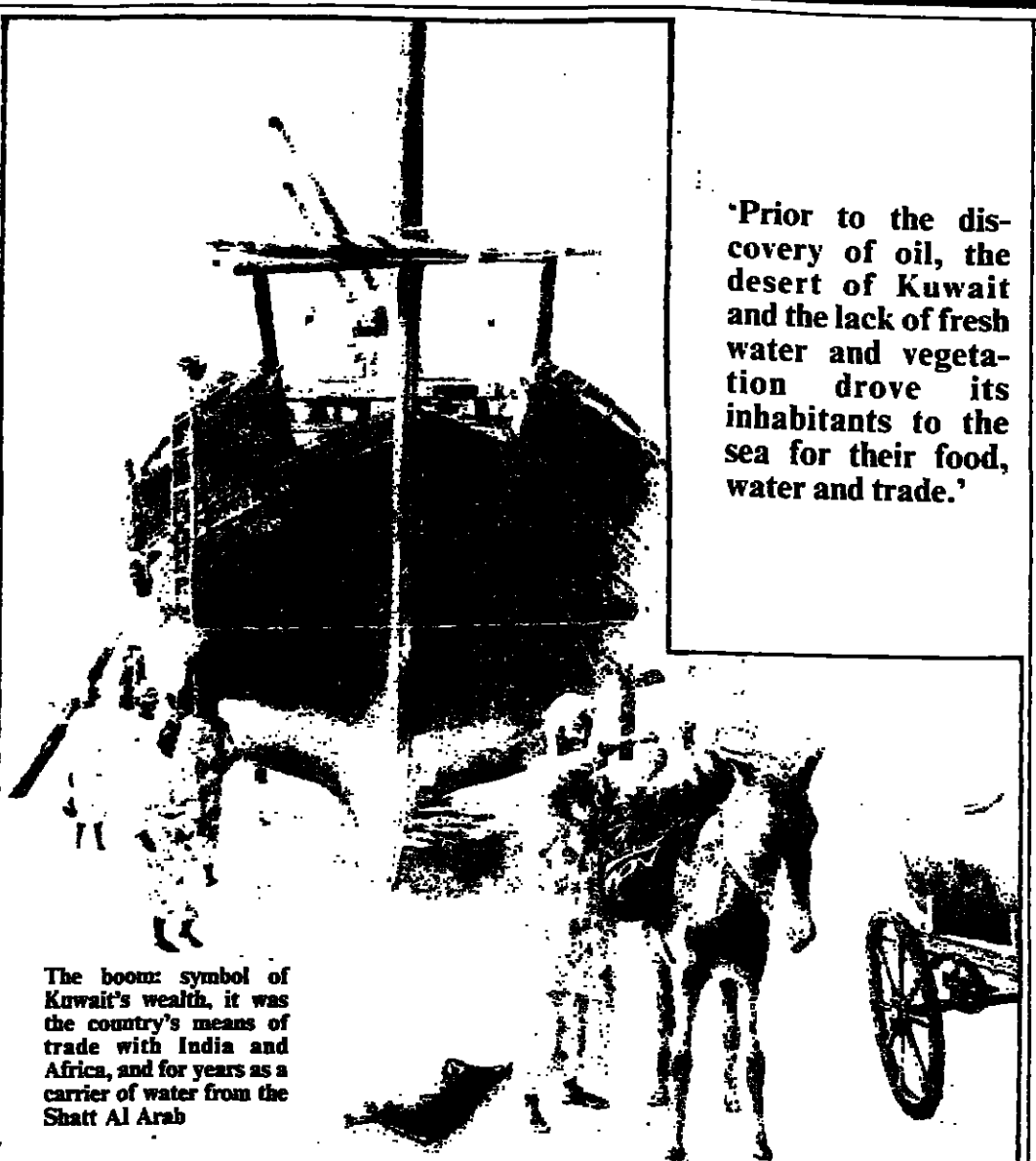
speed up the loading of bulk cargoes.

Doha Port is the smallest port, established in 1978 for coastal shipping, to accommodate wooden dhows barges, small fishing vessels with a depth of 4.3m and 10 small berths of 100m long. It has 71 warehouses and 4 open storage areas totaling 120,000 sq.m.

PPA, with other agencies conducting studies and preparing plans for the 1990's where it is hoped that the area will see substantial economic change.

The question that is being asked now is, what do we expect in the aftermath of the 8 years old war?

We are all aware of the difficulties that surround the peace negotiations between Iraq and Iran leaving doors open to all possibilities of optimism and pessimism. Yet the acceptance of UN Resolution No. 598, the ceasefire and the direct negotiations are considered steps of great importance which will most likely lead to a lasting



'Prior to the discovery of oil, the desert of Kuwait and the lack of fresh water and vegetation drove its inhabitants to the sea for their food, water and trade.'

The boom: symbol of Kuwait's wealth, it was the country's means of trade with India and Africa, and for years as a carrier of water from the Shatt Al Arab

peace in the area.

Kuwait, because of its geographical position, had been affected by the war suffering economically and politically. But the wisdom, experience and faith of HH the Amir and his government, steered the country out of troubled waters to safe shores.

Another question is being asked, do we expect an influx of shipping and cargoes via the ports of Kuwait to neighbouring countries?

Rebuilding and developing what the war had destroyed needs plenty of financing. But low oil prices and complications in respect of Third World

debts, make it difficult to finance redevelopment progress.

No doubt, the seaborne trade will improve, since sea lanes are safer and local needs will increase with some re-export and transit business. But somehow I do not think it will exceed records experienced before the start of the war.

Since Kuwait has a long sea coast compared to its size, after the discovery of oil a number of ports had to be built to export the country's wealth and import the necessary materials for its vast structural growth. The Kuwaiti ports developed very fast from one to three, two of which are classed as major international ports in the Arabian Gulf.

charged at the Port of Shuwaikh amounted to 1.3 million metric tons, increasing to two millions in 1975 and 3.8 millions in 1976. While the first half of 1977 cargo handled amounted to 2,300,590 metric tons from 835 ships.

Increase

The increase in cargo volume could not be moved out of the Port area quick enough, warehouses and storage areas were clogged with badly stowed cargoes.

International Consultants were invited to study port problems and suggest the remedies.

The consultants suggested changes in port management style and on the 16th of Novem-

ber, 1977 the Ports Public Authority was established.

The establishment of the Ports Public Authority was the turning-point in modern concept of port industry. Its main objectives were, modernising the ports of Kuwait, using the most up to date techniques and away from the usual government routine.

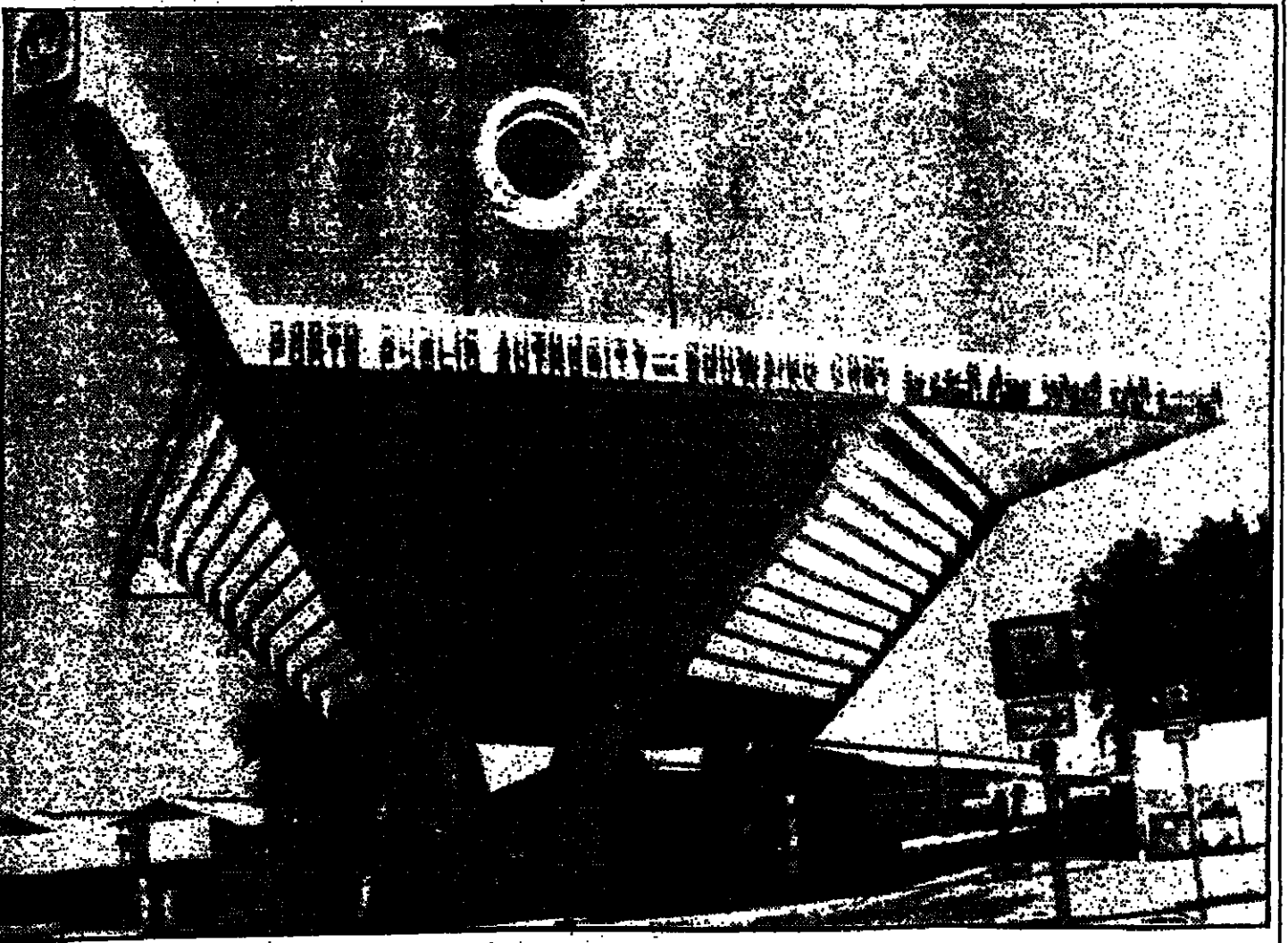
In October 1986 an Amiri Decree was issued bringing the commercial ports of Kuwait under one umbrella "PPA". Shuaiba Port was under the

Kuwait City, built in 1964 and commissioned in the summer of 1967, expanded in 1979 and 1981.

There are 20 modern cargo berths of various lengths and a maximum draft of 13 metres plus 6 small berths to accommodate small crafts, barges and fishing boats. As the port works on direct delivery system, there are only 2 LCL (less than container load) sheds and 2 old unused sheds.

A modern multi-purpose container terminal is equipped with modern equipments such as gantries, straddle carriers and of course computer systems.

Since the establishment of Shuaiba, a variety of conveyor belt systems were introduced to



Gateway to the Gulf: Shuwaikh Port's imposing new gate.

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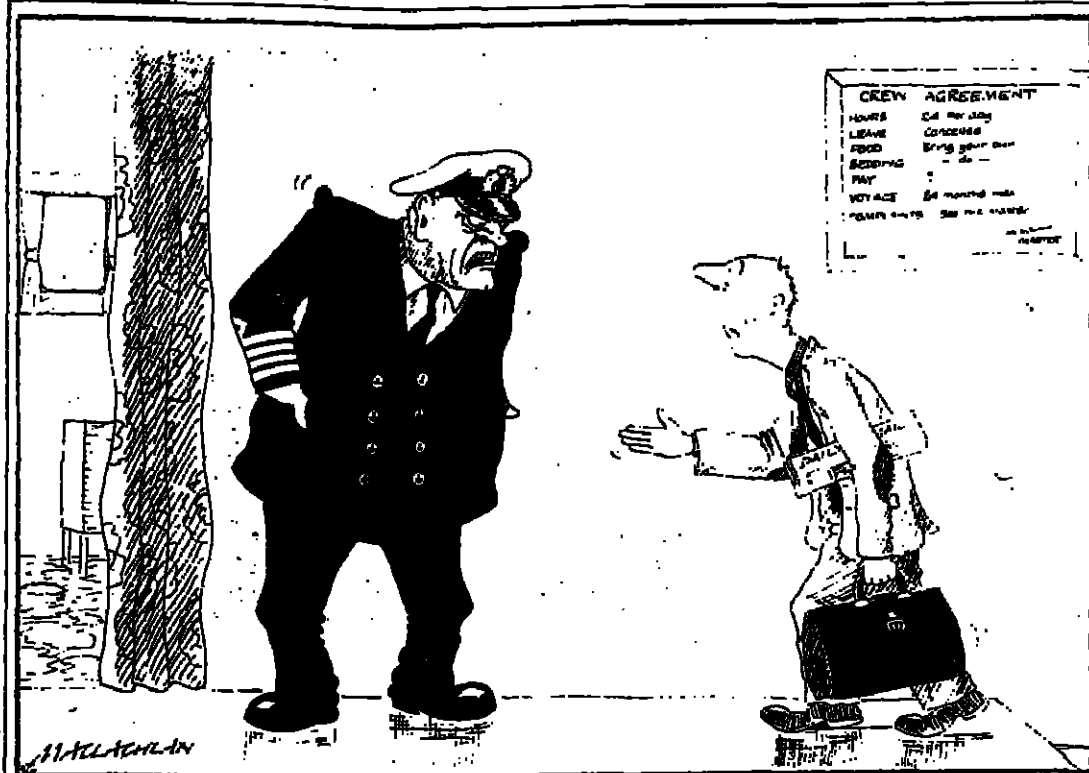
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"Agent? What kind of agent — theatrical or literary?"

The trials of a ship's agent

By John Mackay

A SHIP'S agent's job is not the most exciting, or important aspect of ship management compared with that of the owner, the charterer or the master. Nevertheless the agent has to bring together the often conflicting interests of all three, without himself becoming too bruised. It is never boring.

In the early 1950's I was employed by a British firm that was said to be the biggest foreign trading company in Japan. I was the junior at Osaka. There I learned the valuable lesson that if you are responsible for a ship, you are responsible morning, noon and night. All problems have to be resolved at once. After the ship has sailed is too late. So you tend to develop a set of rules for yourself that are aimed at achieving this.

One of these is to have all the right documents when needed without wasting time wondering how they were obtained. There is always a difficult and an easy way of doing things, generally the easy way works best, and it is a waste of time worrying about things you cannot change. On the first few occasions that I attended a vessel that had completed its charge and ready to sail, I used to get upset at the noisy, bad tempered and apparently irreconcilable disputes about the signing of the Laytime Statement or the Statement of Facts. Both sides called the other downright liars.

Ignored
My pleas of "Come, gentlemen, can't we talk this over calmly?" were totally ignored. By this time the tugs were alongside and the pilot on the bridge. What would happen if they didn't agree and sailing delayed? Who pays? How will it all end? Oh dear, oh dear! Well, of course, the ship sailed, and on time. Ships always sail.

The whole point about a good old row is that both contestants can report to their employers what a tough fight they had and how, only by their firmness and the force of their irresistible logic was agreement reached. It was a ritualistic game that always concluded with a glass or two of ouzo. I learned that all I had to do was to let them get on with it, and I was still offered the ouzo, and the ships sailed.

The relationship between the agent and the master of a tramp is that the agent represents the owner, not the master and their interests can differ greatly. It is what the owner says that counts, and to agree to any request from the master without getting clearance in writing from the owner is asking for trouble, and the agent will

probably be stuck with the bill.

We had Greek-owned Liberty ship called Olga that arrived at Osaka late on a Saturday afternoon. The owners had cabled several times asking us to supply 500 tons of bunkers. We replied that because of a Customs strike we could not get the oil cleared for barging from Kobe, 22 miles away. At the last minute we succeeded in fixing things, but a cable from the owners came in saying "Cancel". It was really too late to do so, but in any case we thought that the owners cable was only an acknowledgement of our cable to them in which we explained our problem. This point of view was reinforced when we met the ship. The master, immaculate in a dirty singlet, a pair of shorts and flip-flops greeted us with "Where are my f...g bunkers?" We said, rather smugly, "alongside," adding the word "Sir" as an afterthought. It seemed clear to us that despite the crossing of cables, the clear intention was that the bunkers should be supplied.

We came ashore and sat on a bollard enjoying the sunset as we watched the bunkers being pumped on board. Hadn't we done well? We cabled the owners to tell them so.

On Monday a cable arrived from the owners saying that they had already said "CANCEL", and that we could damn well pay for the bunkers ourselves. And we did. The ship went to a lay up berth on the north coast and sat for some months in the winter ice. When we tried to pump the stuff off it was like glue and heating equipment had to be hired to thaw it out. We did not make that costly mistake again.

The relationship between the agent and the captain of a British liner is rather different. He considers that he represents the owner and that you, by inference are therefore his agent. When he says "move" he expects you to hop to it.

Impressive
In those days British captains were very impressive men. No doubt they still are, but there are, unhappily not nearly so many of them. They were totally professional and they knew that they represented what in those days was the world's largest and finest merchant navy. They exuded authority. You would be met at the gangway by a smartly uniformed apprentice and conducted to the captain's day cabin.

Formal introductions might be followed by something like "Now — or — Mackay, this is what I want you to do." After completing the ship's business he might announce that he wanted to do some shopping tomorrow and presumably I would lay on a car and someone

who could guide him and translate. And oh, while I was at it, could I get his films developed.

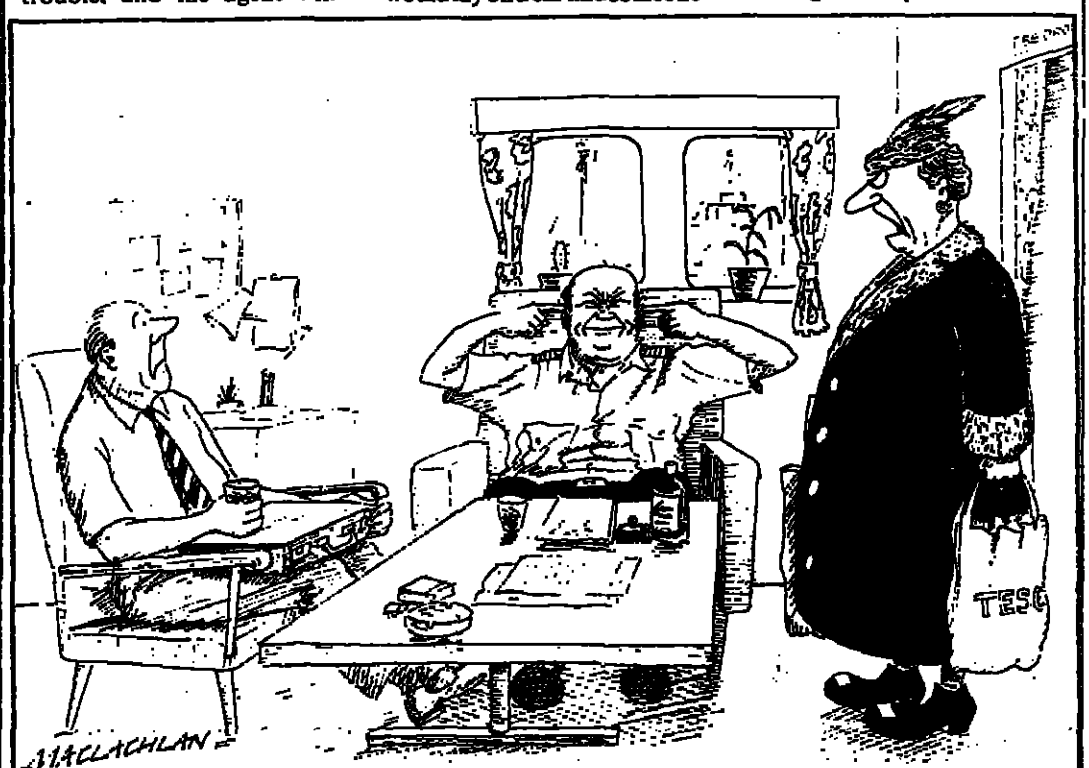
The fact that I had another eight ships to see to, each with its own equally pressing problems was nothing to do with it. As far as this captain was concerned there was no other ship in port of any importance and he expected all my, and that of the rest of us to be entirely at his disposal. In the event, I turned up an hour late. There he was, in his salt-and-pepper mixture going ashore suit, with tribly hat and walking stick, every inch the English gentleman abroad. He was furious. "What time is this to commence the day's business?" A report went in to the owners, and back to me through my boss which described me as "sloppy". He was quite right. I was late.

One Sunday morning I had to meet a British-flag tramp with a cargo of coal. Nothing much to that, I thought. I did not mind working seven days a week if it was necessary, but I made it a rule that on Sundays I dressed informally. That meant a tweed sports jacket with fashionable leather patches on the elbows, a roll neck jersey and grey flannel baggy trousers, and clean and in any case quite good enough for a coal-heaving tramp.

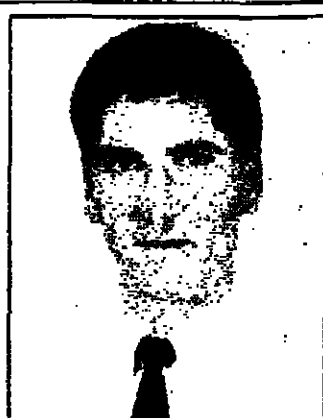
I did not realise that the object of my attention was owned by a subsidiary of Union Castle. I boarded from the pilot launch out in the roadstead and as I stepped onto the deck I looked about me. Everything was spotless, without a sign of rust anywhere, even after a long voyage. The ropes in the lifeboats were new and neatly coiled, and she wore a huge and new red ensign.

The ship was making a pretty good impression. I could hear the captain's voice as he issued his berthing orders and it had the ring of Dartmouth about it. He was in uniform and greeted me with "How dare you come aboard my ship dressed like that!" Another report went in about my sloppiness. Eventually we got on well because I admired greatly his total dedication to his job. He told me he always dressed for dinner and always dined alone. Very exceptionally he would invite the chief engineer to join him, but no one else. I asked if I could draft the arrival cable to the owners. He said he had already done it. He had condensed an entire paragraph with a good deal of technical detail into about half a dozen code groups thereby saving the owner's pennies. Everything he did he seemed to do to perfection. He believed in creatures from outer space and in flying saucers.

His crew thought him mad. I thought him splendid.



"Never mind the bunkers and bills of lading — where's the car to take me shopping?"



Alastair Roff, shipping manager, KMMC.

KMMC: optimistic about future prospects

KUWAIT Maritime & Mercantile Co. K.S.C., can trace its origins through the Gray Mackenzie Group, to the early 1860's when the first branches were established in the northern Gulf, to act as Ships' Agents for the British India Steam Navigation Company, who ran the first ever mail service to the area.

The company is proud of its reputation and progress, and its philosophy has remained constant over the years: quality of service, efficiency, and reliability to its principals and customers.

With a new management team in place since the beginning of 1988, KMMC is taking a close look at its traditional shipping activities so as to offer a wider range of services to its clients, be the ship-owners, local importers and exporters, or individuals moving their belongings back home.

Under General Manager Ashley Whyman-Morris, the emphasis is on broadening the company's base, whilst at the same time raising its profile in the local market, and Shipping Services have an especially prominent role to play in this plan. As Shipping Manager Alastair Roff comments: "KMMC have always been well represented with first-class Container Liner Services from all round the world, but we have decided we are best able to serve the future requirements of this area by developing further ancillary services, such as Freight Forwarding by Sea and Air and Project Consultancy".

With an impressive track-record to back them up, KMMC recently scored a notable success with the salvage of several vessels that were trapped in Iraqi waters since the beginning of the Iran-Iraq war in 1980.

The company is optimistic about prospects for the area and is looking forward with enthusiasm to the future.

Trico International: forging links overseas

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warehouse in Colombo for the sole purpose of returning expatriates.

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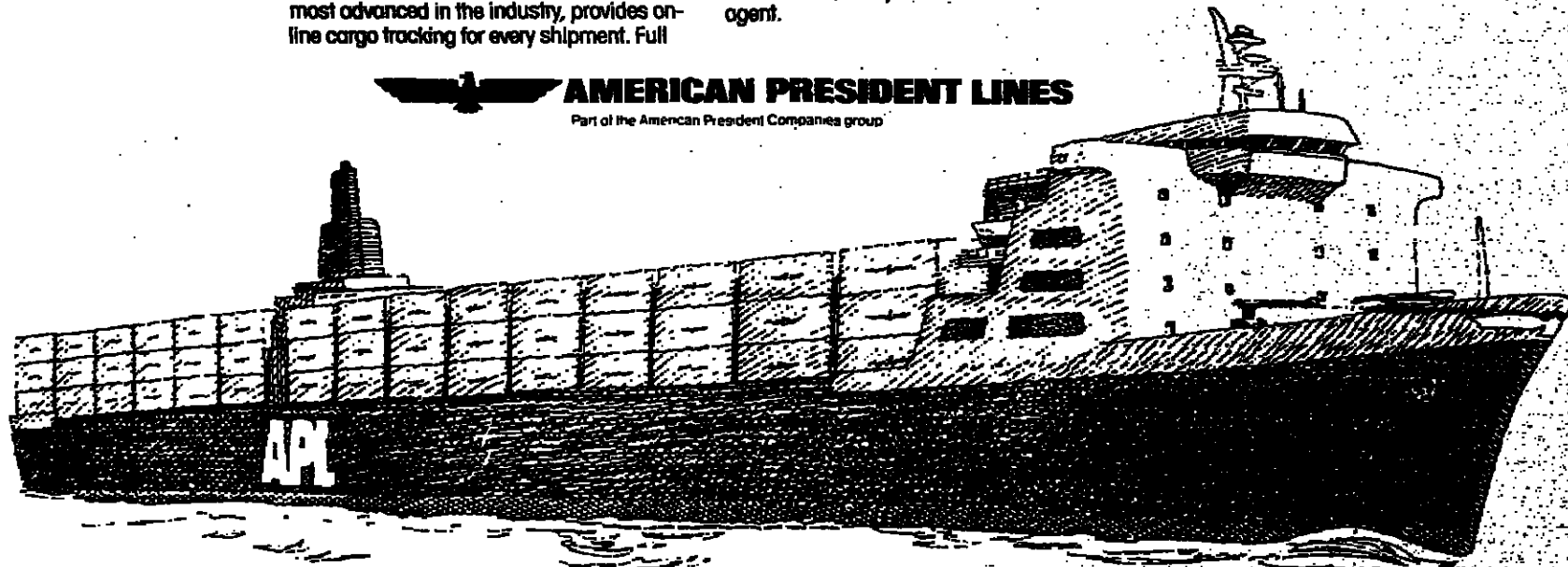
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Committed to feeding the Kuwait market

KLTT: pioneers in livestock transport

Over 1.65 million sheep are consumed in Kuwait every year. Just where does all this meat come from? Fathima Ahmed looks at the Kuwait Livestock Transport and Trading Company, which has been transporting livestock since 1973.

THE Arabs are voracious meat eaters. The fresher the meat, the faster it sells, therefore, livestock demand is high in the Gulf. Last year Saudi Arabia imported 2.5 million sheep, the UAE 830,000, Qatar 440,000, Bahrain 212,000 and Oman 145,000. Kuwait is the second largest market in the Gulf, consuming 1.65 million sheep per year.

Statistics of the per capita consumption of red meat in Kuwait are not readily available but in addition to livestock hundreds of tonnes of frozen meat and poultry are imported each year. Kuwait's Ministry of Commerce, acting according to government policy, allows the import of one sheep per head of the population. At the last head count in 1986 Kuwait's population was 1.7 million.

Big business

Livestock trading is big business in Kuwait with cut-throat competition among companies to get a slice of action. More than 30 companies, big and small, are in the field, including several major traders. One of them is the Kuwait Livestock Transport and Trading Company (KLTT). The company, founded in 1973, has become the largest and the most established of fresh red meat to the Kuwait and Gulf markets.

The idea of importing livestock was pioneered in 1973 by a Kuwaiti, Yacoub Al-Homaidan. KLTT at that time, owned a small fleet of five ships. The fleet comprises the Al Shuwaiikh, their largest ship, which can accommodate 125,000 sheep; Al Qurain, their second largest vessel can bring 115,000 sheep; Al Yasrah can carry 110,000 sheep and Al Khaleej, their smallest ship, 40,000. The fleet also includes Al Messilah, which has a capacity of carrying 1,300 cattle. The Al Yasrah and Al Khaleej can carry 1,000 cattle.



Capt. Peter Machado
fleet manager, KLTT

The advantages of owning the fleet are plenty. "We can cut costs, reduce dependence on foreign shipping companies, control quality by selecting livestock for the market and can supply nothing but the best," explains Jassem A. Al Saquer, international operations manager at KLTT.

KLTT is the biggest supplier of livestock to the market, importing one million of the total of 1.65 million consumed here. Their operations are not confined to Kuwait. The company regularly supplies millions of sheep to Saudi Arabia, its second biggest market after Kuwait, the UAE, Qatar, Bahrain and Oman.

Australia, as is well-known, is the leading livestock supplier to the Gulf. KLTT buys nearly 83 per cent of the livestock from Australia. The company's ships call mainly at three Australian ports — Fremantle, Adelaide and Portland, carrying a bulk of the livestock supplied to the Kuwait market.

Prices
In recent months Australian livestock prices have shot up considerably, prompting KLTT to explore other markets, mainly New Zealand (13 per cent) and China (four per cent). The first shipment of livestock from New Zealand arrived in Kuwait earlier this month, bringing a consignment of 40,000 sheep. During the haj season KLTT supplied a total

of 310,000 New Zealand sheep to Saudi Arabia.

The difficulties of transporting livestock are plenty, but the biggest is caring for the animals on board the ships. "Carrying livestock is not like bringing lifeless cargo; officers and crew need a great deal of experience to handle livestock cargo," said Peter P.C. Machado, KLTT's fleet manager.



Jassem Al Saquer,
international operations
manager, KLTT

There are several things that must be considered and the crew must be trained to handle any emergency. On the perils of the sea to coping with the vagaries of weather, which changes from extreme cold to extreme heat, on voyages from Australia to the Arabian Gulf.

Machado said animal care onboard a ship has improved due to the introduction of such modern systems as automated fodder and water distribution systems.

Each of the five vessels owned by the KLTT are equipped with automatic fodder loading and distribution systems; water is also supplied to the animals through an automated system, minimising human labour.

This ensures better care even in foul weather. The animals are fed fodder made from natural foods like barley, molasses and hay. No artificial constituents or chemicals are added," Machado said.

Concern
The Royal Society for the Prevention of Cruelty to Animals (RSPCA) had voiced concern over livestock carriers at sea but Machado says the animals are carried in specially constructed pens and are well-cared for by a ship's crew of 75. Machado claims that the mortality onboard is "very low" considering the highly perishable nature of the livestock cargo.

A livestock carrier is built like a multi-storey building; each deck is divided into specially designed pens of varying sizes, ranging from .315 square metre to 45 square metre. The Australian Department of Trade lays down rigid rules about building livestock vessels. The GCC has also defined regulations about quarantine and carriage of livestock.

The company's ships make a total of 28 voyages a year between Kuwait and the main sheep exporting countries. A roundtrip on a big ship lasts 50 days; on a smaller vessel it is 35 days.

Once the sheep arrive in Kuwait, they are inspected by the municipality's veterinarians and are transferred to the KLTT's farm in Sulabiya. The sheep are then classified according to weight and condition. The "A" grade sheep are sold live; the "B" grade are retained on the farm until they recoup before being sold live or sent to the slaughter house to make the finished product. The skins are sold to the Kuwait Tannery.

The average selling price of sheep per head in Kuwait is about KD15. The retail price of meat has been fixed by the government and ranges between 750 fils and 900 fils per kilo for different quality of fresh red meat.

KLTT has branched out into the retail market, owning over 80 outlets spread all over Kuwait.

Protects

The policy of fixed retail prices protects consumers in Kuwait, but not the company. As the cost of meat is not determined by the law of demand and supply, the company made marginal profits during the years it received government subsidy.

Between 1984 and 1986, the Kuwait government subsidised the import of livestock, mainly sheep, at the cost of KD2.250 per sheep head. In 1986, the subsidy was withdrawn.

Until 1986, the company's sales net profits were KD3,523, 813 but went down to 2, 892,

381 a year later, according to KLTT's 1987 annual report.

"We are not truly a profit-making concern; we are obligated and committed to feed the market," said Al Saquer.

KLTT kept to their promise even during the eight-year Gulf war, when shipping was risky, particularly due to the frequent checks and raids made by the Iranians in the Gulf waters. KLTT's ships, flying the Kuwaiti flag and unescorted, were no exception.

"We could walk out of the market any time we chose to, but we couldn't because of our commitment and faced competition from foreign firms and accepted losses," said Al Saquer.

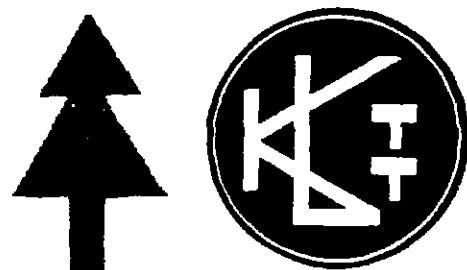
The company is now looking to the government to create a "balanced pricing policy" to offset losses incurred due to foreign competition. Several livestock traders, Al Saquer claims, are undercutting to get a chunk of business. The company hopes to balance trade by tapping "high potential markets" in the Arab world, particularly Iran and Iraq.

The company is currently studying a proposal to develop its sheep farm in West Australia to expand operations and go into direct purchase of sheep.

At home, they are planning to build a slaughterhouse complex, which is now being designed. KLTT also hopes to consolidate the home market and set up more retail outlets.



A familiar sight on the Arabian Gulf: the Al-Shuwaiikh, largest of KLTT's ship can accommodate 125,000 sheep



Livestock Transport & Trading Co. k.s.c.

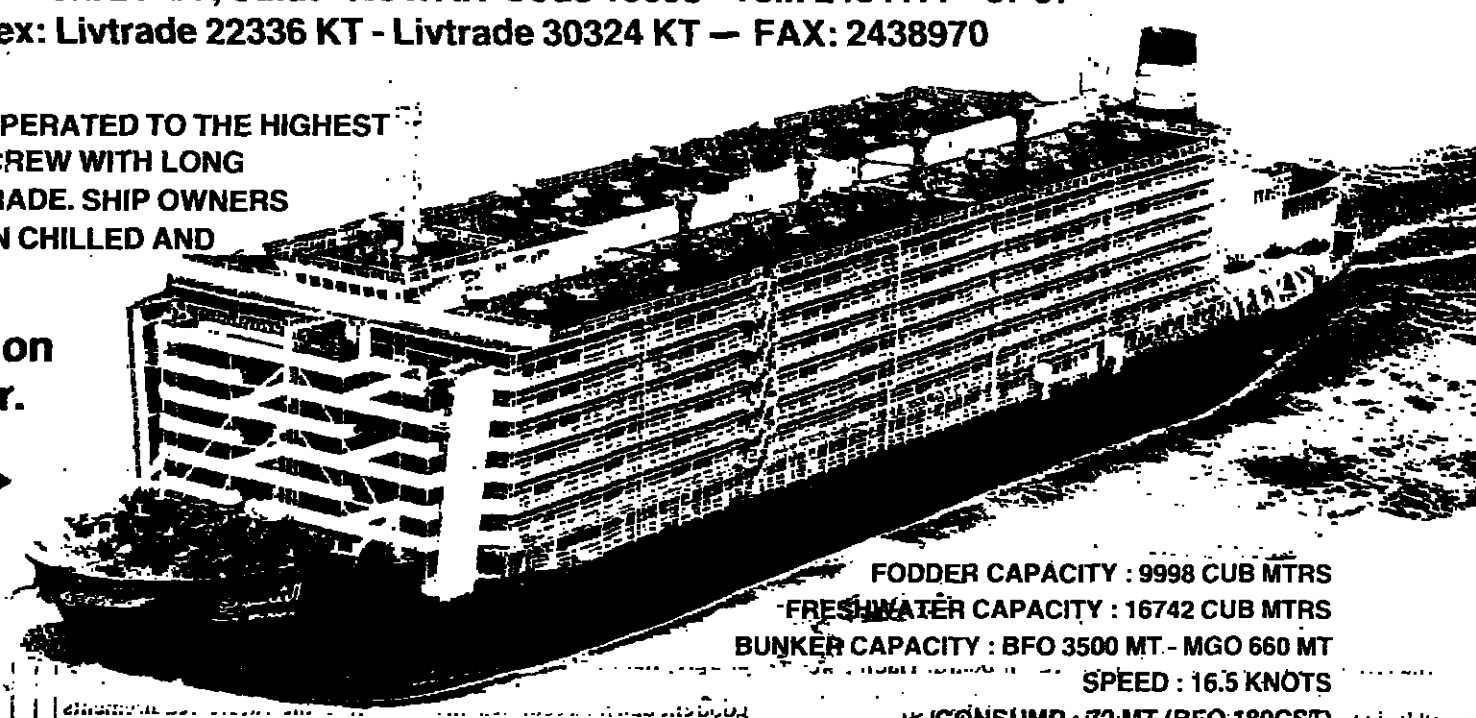
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GRT: 34082 MT
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DWT: 39266 MT
SHEEP CAPACITY: 39345 SQ. MTRS.
(124,900 SHEEP)



FODDER CAPACITY: 9998 CUB MTRS
FRESH WATER CAPACITY: 16742 CUB MTRS
BUNKER CAPACITY: BFO 3500 MT - MGO 660 MT
SPEED: 16.5 KNOTS
CONSUMP: 72 MT (BFO 180CST)
CONVERSION: A.G. WESER/J.L. MEYER, W. GERMANY - 1980.

M.V. AL QURAIN



CLASS L.R. 100 A1 (ICE CLASS 1)
LOA: 113.5 M B: 17.0 M D: 9.60 M
GRT: 4995 MT NRT: 2669 MT DWT: 4925 MT
LIVESTOCK CAPACITY: 2223.4541 SQ. MTRS
FODDER CAPACITY: 200 T HAY
FRESH WATER CAPACITY: 1596 CUB MTRS
BUNKER CAPACITY: BFO 290 T - MGO 175 T
SPEED: 13 KNOTS
CONSUMP: 10 MT (BFO 60 CST) — MGO 3 T
CONVERSION: KRISTIANSAND, NORWAY - 1981

M.V. AL MESSILAH



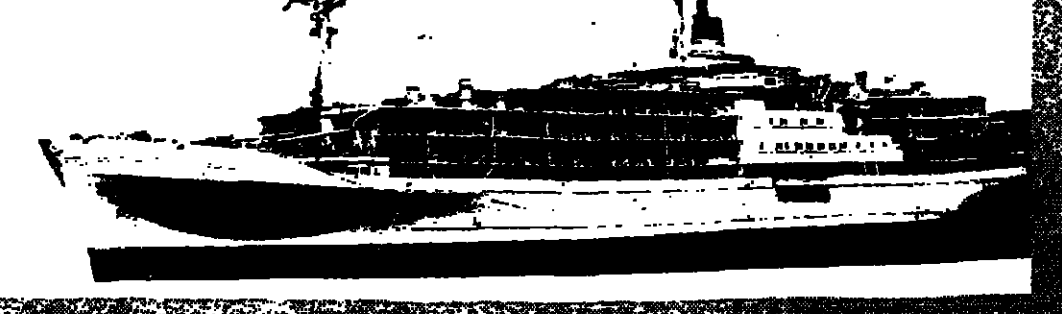
CLASS L.R.100 A1
LOA: 195 M B: 35.50 M D: 16.70 M
GRT: 28874 MT NRT: 8545 MT DWT: 43484 MT
SHEEP CAPACITY: 36509 SQ. MTRS. (115,900 SHEEP)
OR: 1507 SQ. MTRS. (874 CATTLE)
32901 SQ. MTRS. (104446 SHEEP)
FODDER CAPACITY: 6255 CUB MTRS
GRAIN CAPACITY: 9465 CUB MTRS
FRESH WATER CAPACITY: 10920 CUB MTRS
BUNKER CAPACITY: BFO 3061 T - MGO 532 T
SPEED: 17 KNOTS
CONSUMP: 72 MT (BFO 180 CST)
CONVERSION: M.H.I. KOBE, JAPAN - 1979.

M.V. AL YASRAH



CLASS L.R. 100 A1
LOA: 171 M B: 20 M D: 12.2 M
GRT: 10067 MT NRT: 5546 MT DWT: 6407 MT
LIVESTOCK CAPACITY: 12458 CUB MTRS (39548 SHEEP)
OR 1737 CUB MTRS (1007 CATTLE)
9232 CUB MTRS (29309 SHEEP)
FODDER CAPACITY: 2500 CUB MTRS
FRESH WATER CAPACITY: 2000 CUB MTRS
BUNKER CAPACITY: BFO 1273 MT - MGO 288 T
CONSUMP: 37 MT (BFO 180 CST) MGO 5 T
CONVERSION: HUD. HONG KONG - 1975/KEPPEL SINGAPORE - 1980.
SPEED: 17.5 KNOTS

M. V. AL KHALEEJ



FOR ENQUIRIES CONTACT : CAPT. PETER MACHADO. FLEET MANAGER.



A shining example of regional co-operation

UASC: growing from strength to strength

THE United Arab Shipping Company was formed as a direct result of discussions between several countries of the Arabian Gulf as far back as 1974.

The Gulf States were anxious to consolidate their shipping interests, strengthen economic ties, develop their own resources and become independent of foreign control over the import of capital and commercial goods to the area.

Consequently the ministers of finance, economy and communication of the six participating states — the UAE, Bahrain, Saudi Arabia, Iraq, Qatar, and Kuwait met in Kuwait in January 1976 and signed an agreement establishing the UASC, and set out its Articles of Association.

The new company had an authorised capital of KD500 million and a subscribed capital of KD180 million. This has, since then been increased to KD280 million.

The objectives of the company then and now are to perform all shipping and maritime operations on its own account or on behalf of other parties. The company also purchases, sells, charters, equips and owns all types of vessels and maritime conveyances.

Branches have been established in all the participating states to represent, the UASC in the regional markets. These undertake freight sales activities in the export and import areas, in both private and public sectors, under the supervision of the company's



Saud Abdulaziz Al Zamil, General Manager, United Arab Shipping Company.

head office and in co-ordination with the overseas offices of the company in Jordan, the United Kingdom, Japan and the USA.

Services

The UASC runs container services to the Arabian Gulf ports from the UK, north-west Europe, the Mediterranean, North America, the Far East, India and Pakistan. Container services are also available to the Red Sea ports from Europe, the Far East and North America.

The company also offers conventional (break bulk) services to the Arabian Gulf and Red Sea ports from the UK, north-west Europe, Mediterranean, North America, South America & the Far East. All break bulk vessels which the company owns

and operates have container lifting capacity.

The UASC is also an active member of all the relative maritime conferences which serve the Arabian Gulf and Red Sea ports. These conferences consist of a group of companies which operate on the same trade route and aim to offer a regular liner service at agreed tariff and freight rates.

The company also owns a number of subsidiaries and participates in joint ventures with other companies. The Kuwait Shipping Agencies Company (KSA) is the shipping agent for the UASC, in the local market, UAE and Jordan. It also represents other shipping companies in Kuwait.

Another subsidiary of the company is the Arab Transport Company which operates as an efficient and reliable international freight forwarder.

Fleet

In pursuit of the company's plans to diversify and expand, and to foster co-operation with local partners in the Gulf region, the UASC is participating in the following joint ventures: United Arab Chartering Limited, the Arab Chemical Carriers Company, the Middle East Container Repair Company (Dubai) & the United Arab Shipping Agencies (Saudi).

The entire fleet of the UASC is owned and registered under its name. Ships are named after an Arab place or personality. For instance, Ibn Hayyan is named after a famous Arab

scientist and Al Fujairah, is the name of a place in the UAE.

The management of the UASC is as follows:

Saud Abdulaziz Al Zamil, Chief Executive, Farouk Mustafa Nafawa, Deputy Chief Executive Fleet, Hamid Thulfiqar Abdul Rahman, Deputy Chief Executive Liner and Abdullah Mady Al Mady, Deputy Chief Executive, Personnel and Administration.

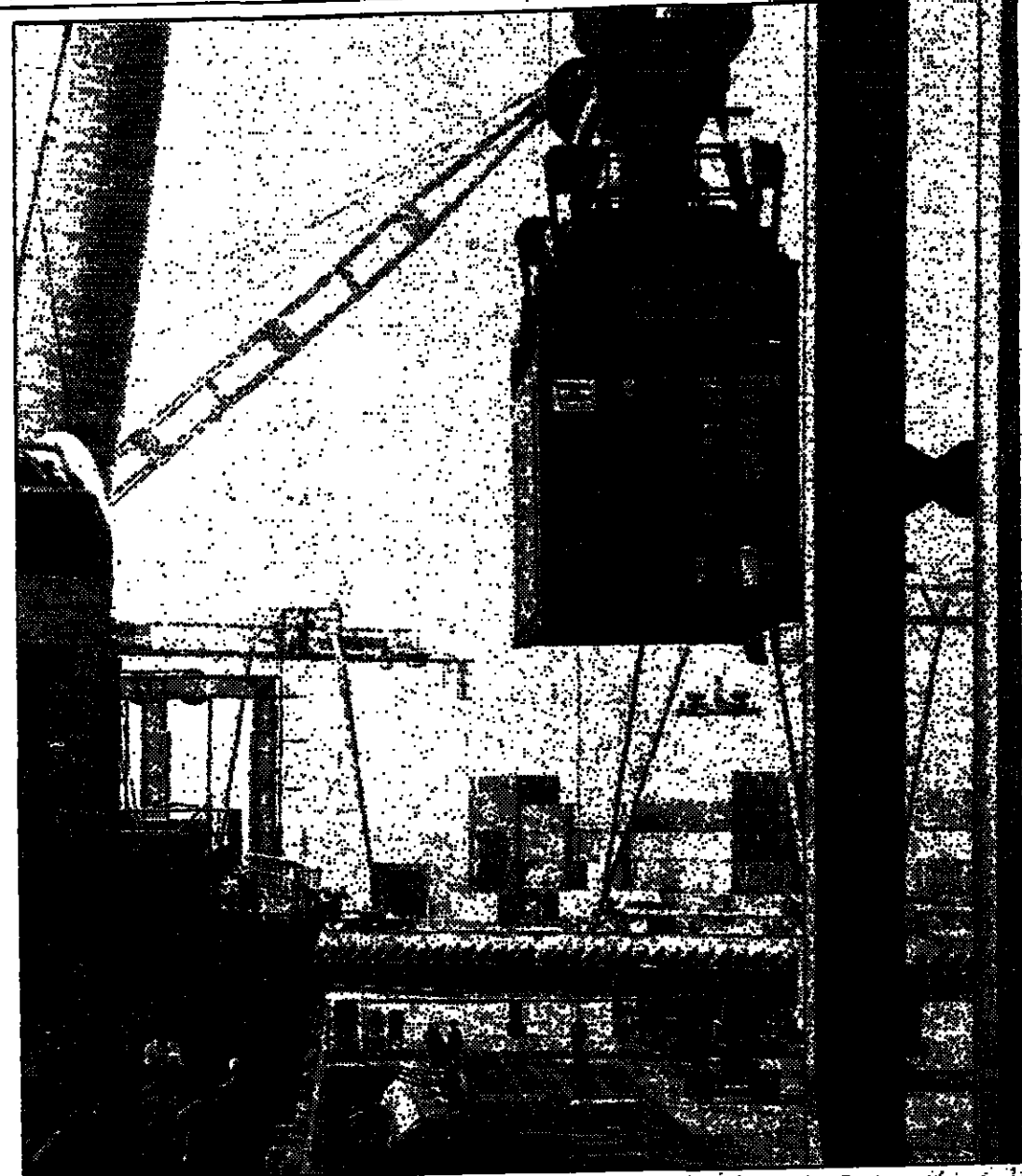
The company's board of directors consists of two members representing each shareholding state. The present board members are: Abdulaziz Hussain Salatt, Chairman, (Qatar) Mohammed Al Daris, Vice

Chairman, (Saudi Arabia) Dr Ibrahim Makki, Vice-Chairman, (Kuwait), Ahmed Ali Maarafiya, Member, (Qatar).

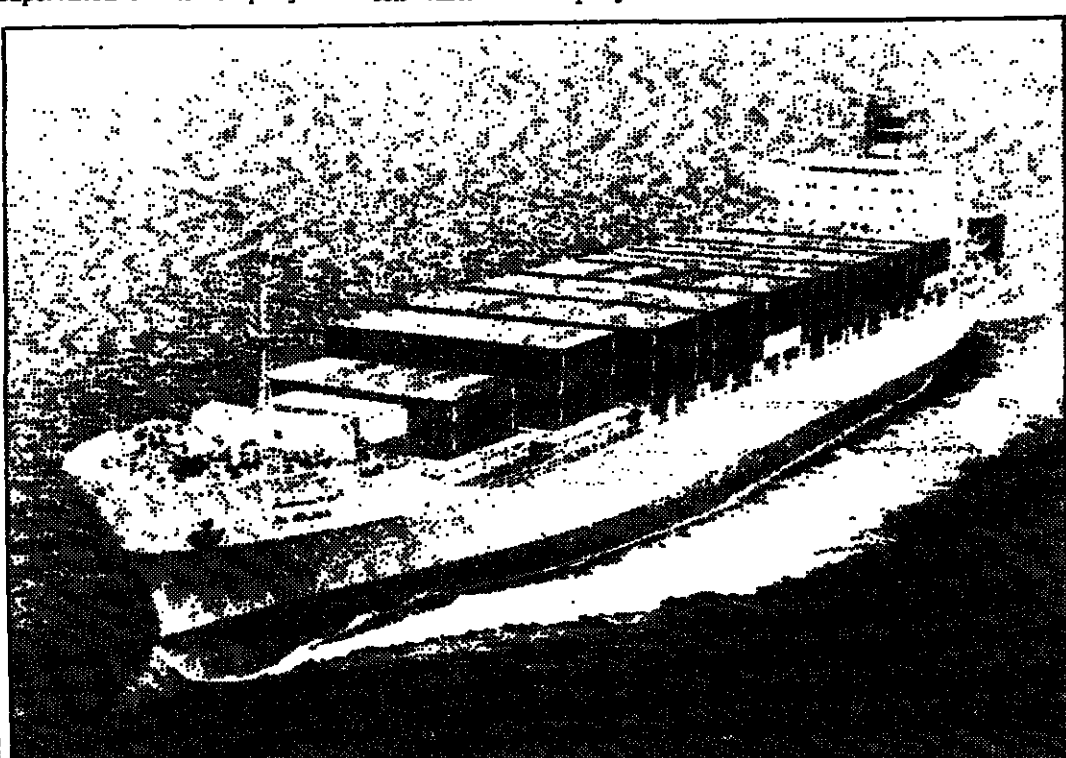
Abdulla Ahmed Lulah, Member, (United Arab Emirates) Abdulla K. Bin Huraiz Member, (United Arab Emirates) Eid Abdulla Yusuf, Member, (Bahrain) Abdul Nabi Mansour Member, (Bahrain) Eng. Ahmed Yusuf Al Turki Member, (Saudi Arabia) Dr Yousuf Abdulwahed Jassim, Member, (Iraq) Eng. Khalid Saleh Ammar, Member, (Iraq) (The duties of the present board of directors commenced on May 28, 1988.)



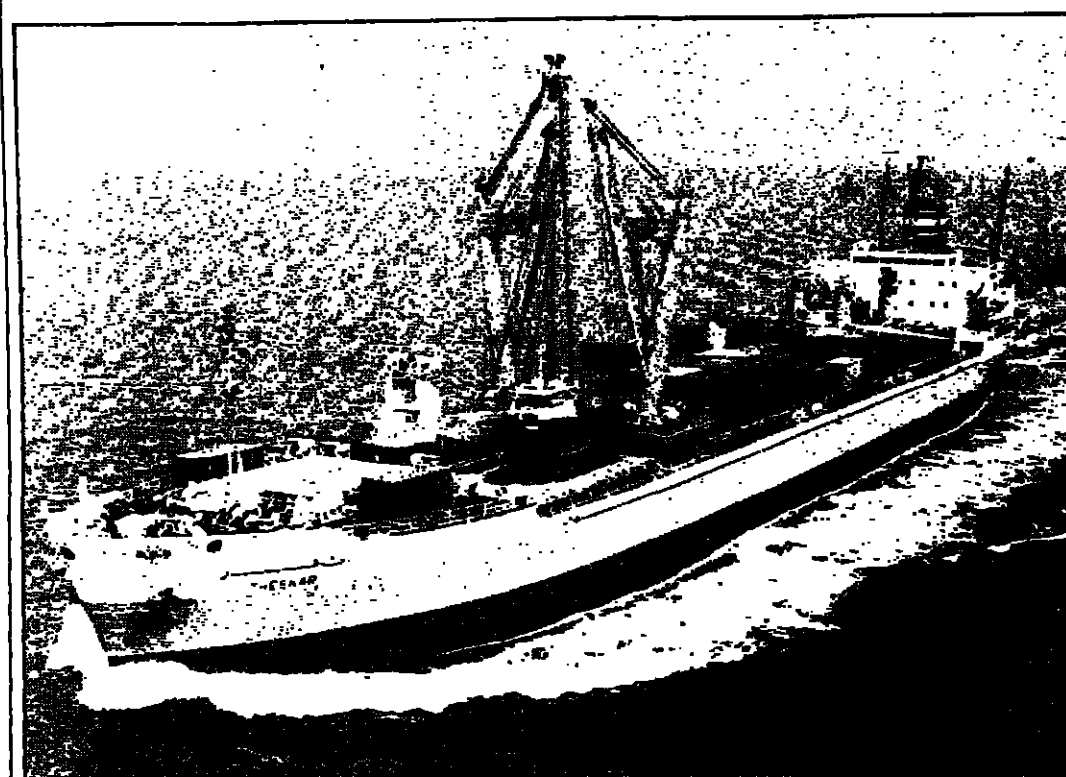
Project cargo being loaded on a UASC vessel.



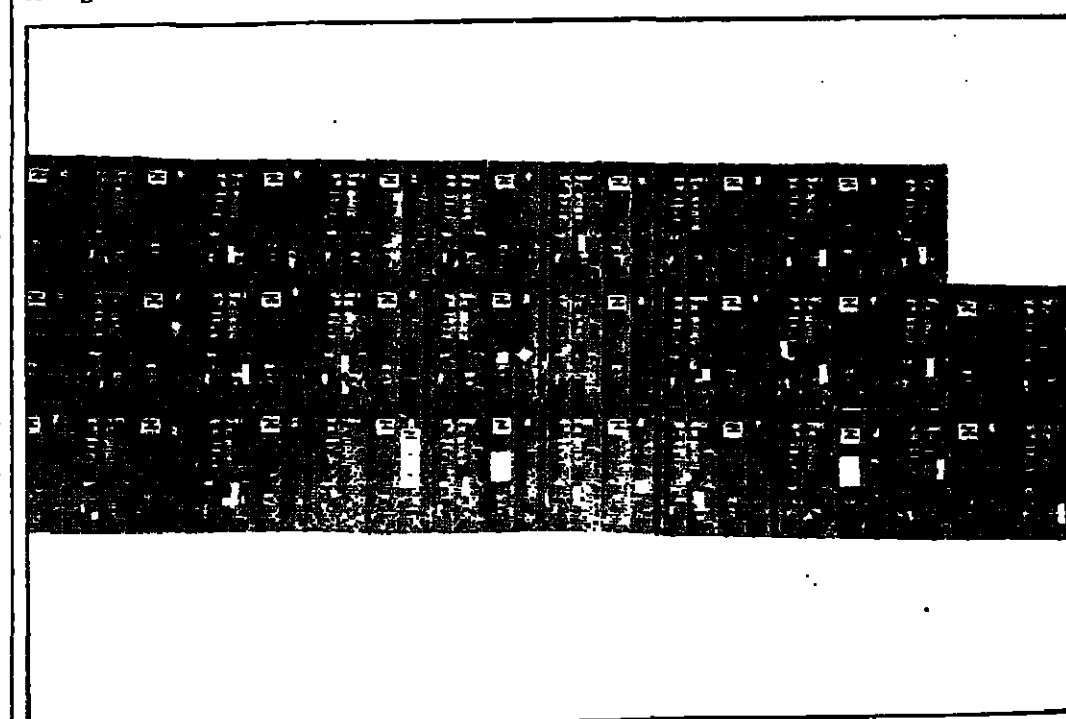
A UASC container being loaded on to Al Yamamah in Singapore.



Al Wajba, a container vessel belonging to the United Arab Shipping Company. Ships are named after Arab personages or places.

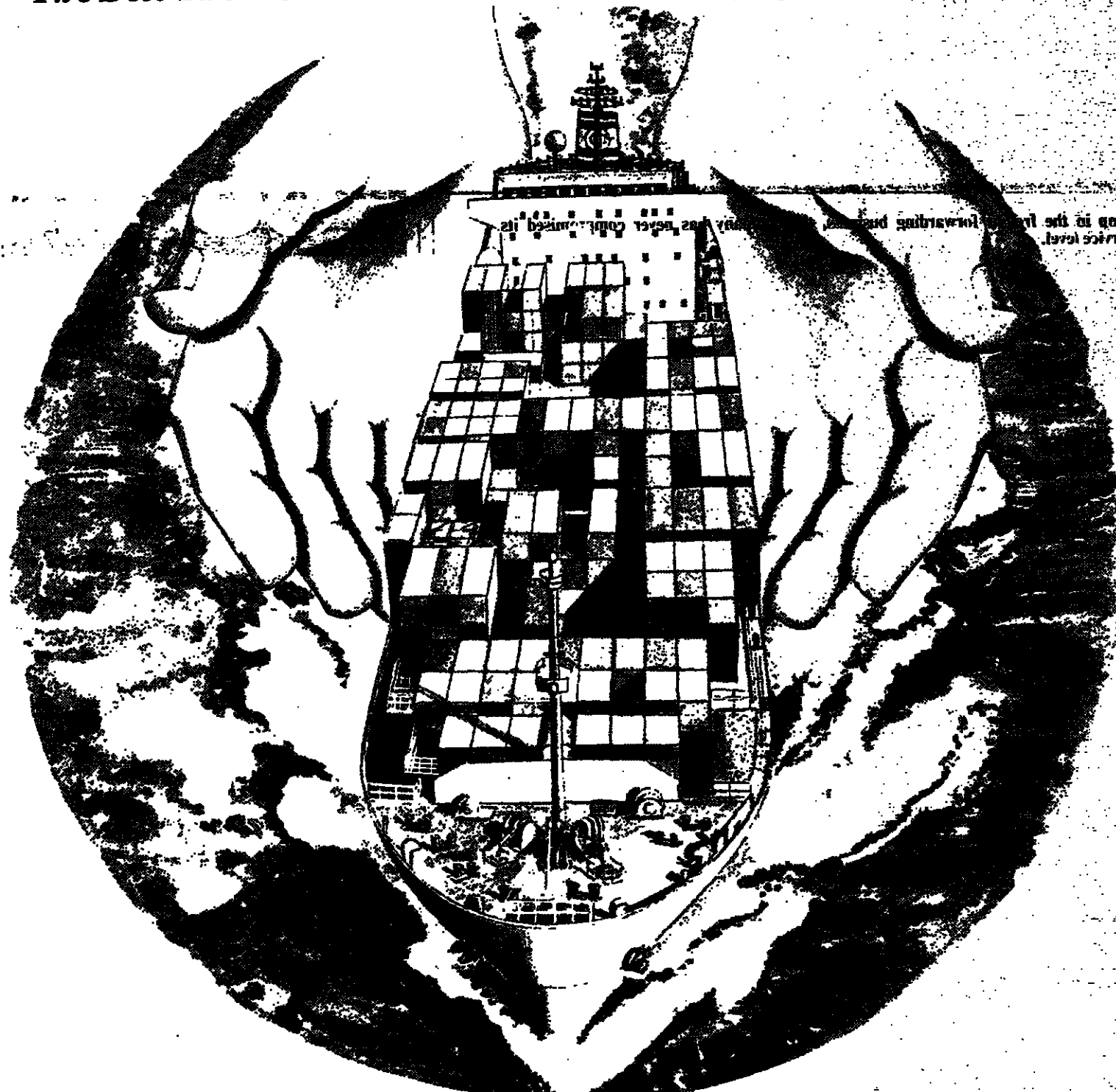


A cargo vessel of the UASC fleet.



Containers bearing UASC markings.

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SHIPPING AND FREIGHT: AN ARAB TIMES SUPPLEMENT

WEDNESDAY, SEPTEMBER 28, 1988

By Jadranka Porter

AS the Iraq-Iran war draws to an end, Al Naqeeb and Khattar Co., a leading Kuwaiti freight forwarding firm, is as confident as ever about its business prospects.

Al Naqeeb and Khattar's bid for a better future is not only pinned on the economic recovery following the ceasefire in the Gulf war, but also on the company's strength consolidated during the recession years.

Despite a slump in freight forwarding business in the last three years, Al Naqeeb and Khattar never compromised its professional service level. It maintained a visible presence on the local market and asserted its international reputation. Its commitment to the service was confirmed when it opened an office in Aqaba after traffic to Kuwait's ports dwindled. It developed its air freight

Professionalism — the hallmark of Kuwait's leading freight forwarder

section and ventured into packing and personal effects handling.

Its operation will further gain in efficiency after the company finishes its computerisation. But it is its highly professional team that the company considers as its major asset which contributed vastly to the company's top rating on Kuwait's market.

Al Naqeeb and Khattar's reputation grew rapidly and it soon could afford to select the agencies it wished to represent. Although the firm initially relied on transit trade, it also kept an eye on the local market. It became involved in handling building materials and other general cargo. Consequently, a large share of all wood and containerised cargo

imported into Kuwait was handled by them.

Al Naqeeb and Khattar progressed rapidly after its inception in 1981 until the entire trade went through a rough patch when the tanker war escalated in 1985, diminishing the transit trade. "A large portion of the transit trade to Iraq was handled by us," said Nazih Khattar. "We will increase our share this time around."

Doldrums

In 1985, the freight forwarding business in Kuwait was in the doldrums. However, Al Naqeeb and Khattar's major contracts in 1985 included the handling of 164,000 tons of grain and 120,000 cubic metres of miscellaneous goods and project cargo bound for

Iraq.

In order to maintain its customer service, especially to clients from the Far East and Asia, the company opened a transit office in Aqaba, Jordan.

The company which was initially known for handling project cargo and sea freight, substantially expanded its air freight operation to include packing and personal effect handling. The upgrading of the air freight operation "door to door", is expected

to secure Al Naqeeb and Khattar a top position among Kuwait's air freight forwarders by mid 1989. This will also credit the company as a fully integrated freight forwarder with intermodal transport systems of air, sea and land.

Khattar said that the company expanded from handling transit trade to increasing its service to the local market and eventually added air freight to the list of its activities in 1982.

Its success did not go unnoticed. The recognition came from the International Air Shipping Association (IASA) which elected Al Naqeeb and Khattar Co. a full member in 1984. The company is still the only one representing an Arab country in the association. The membership offer was based on the company's professional credibility and financial strength. Khattar was elected on the IASA board of directors in 1985.

Khattar is confident that the business in Kuwait will pick up fast but he has no plans to close the Aqaba office which may provide the company with an opportunity to branch out outside Kuwait.

Call for setting up a joint association

Separate the men from the boys!

By Jadranka Porter

KUWAIT'S reputable freight forwarding companies have called for the setting up of the Kuwait Freight Forwarding Association (KFFA) which, they believe, could vastly improve the standards of freight handling in Kuwait.

They say that the organisation will separate the men from the boys.

"Some of the companies will either drop out of the scene or else they will improve their operation," said a freight forwarding company representative.

The objectives of the proposed KFFA are:

- to identify member companies as being of reputable professional standing in the field of international freight forwarding;
- to maintain contact with similar national or international associations to keep abreast of international developments in the field;
- to provide a point of reference in Kuwait for the freight forwarding industry;
- to maintain competitive and fair market practices.

Industry sources complain that there are few professional freight forwarders in the market. They say shipping agents, general sales agents and trucking companies have all ventured into freight forwarding, a field in which they lack expertise.

"Every travel agent thinks he is a freight forwarder," said a

source. "A clerk who speaks pidgin English signs an airway bill without knowing the scope of liability he is signing for."

He said many companies which purport to be freight forwarders still have to learn the basic concepts of the business. The unprofessional operators have brought a bad name to the freight forwarding business in Kuwait. The service suffered and clients were subject to delays.

When Kuwait was hit by a recession many operators locked in a struggle for survival were offering below cost quotations and long-term credits, thus lowering the effective price structures.

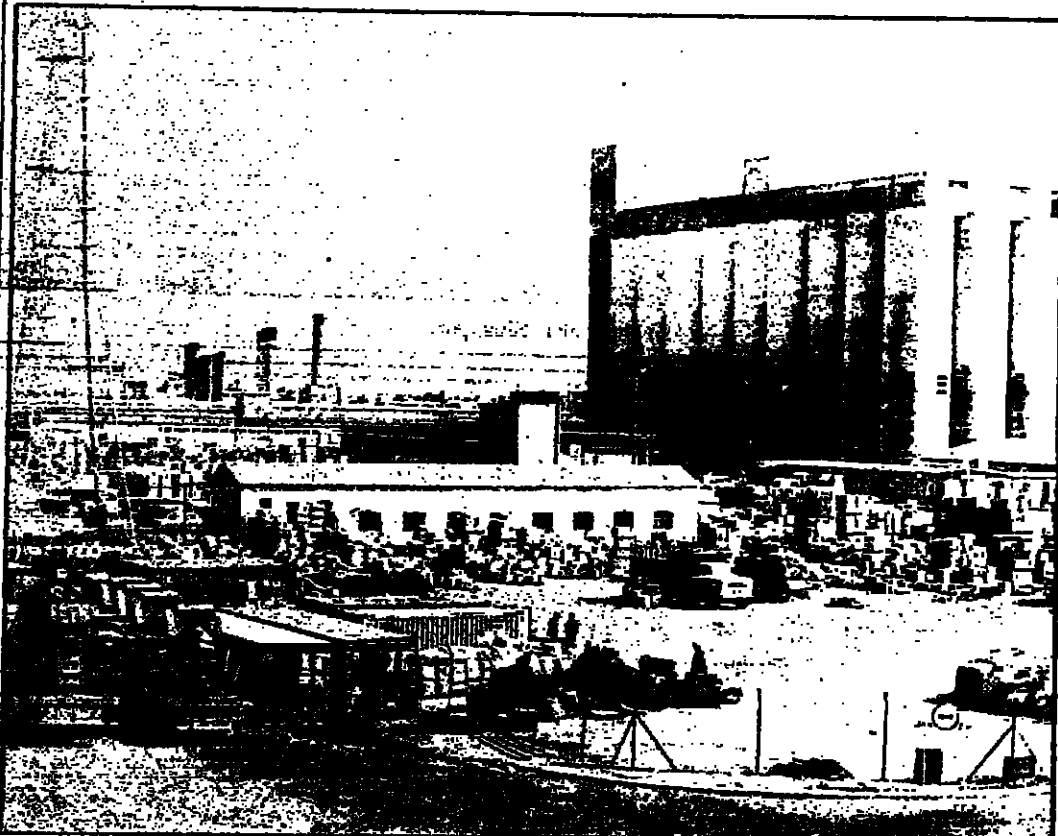
At the same time the service was inadequate because most of these companies lack professional manpower.

If the proposal for the KFFA is approved by the government, the organisation will attempt to find solutions for problems plaguing the business now.

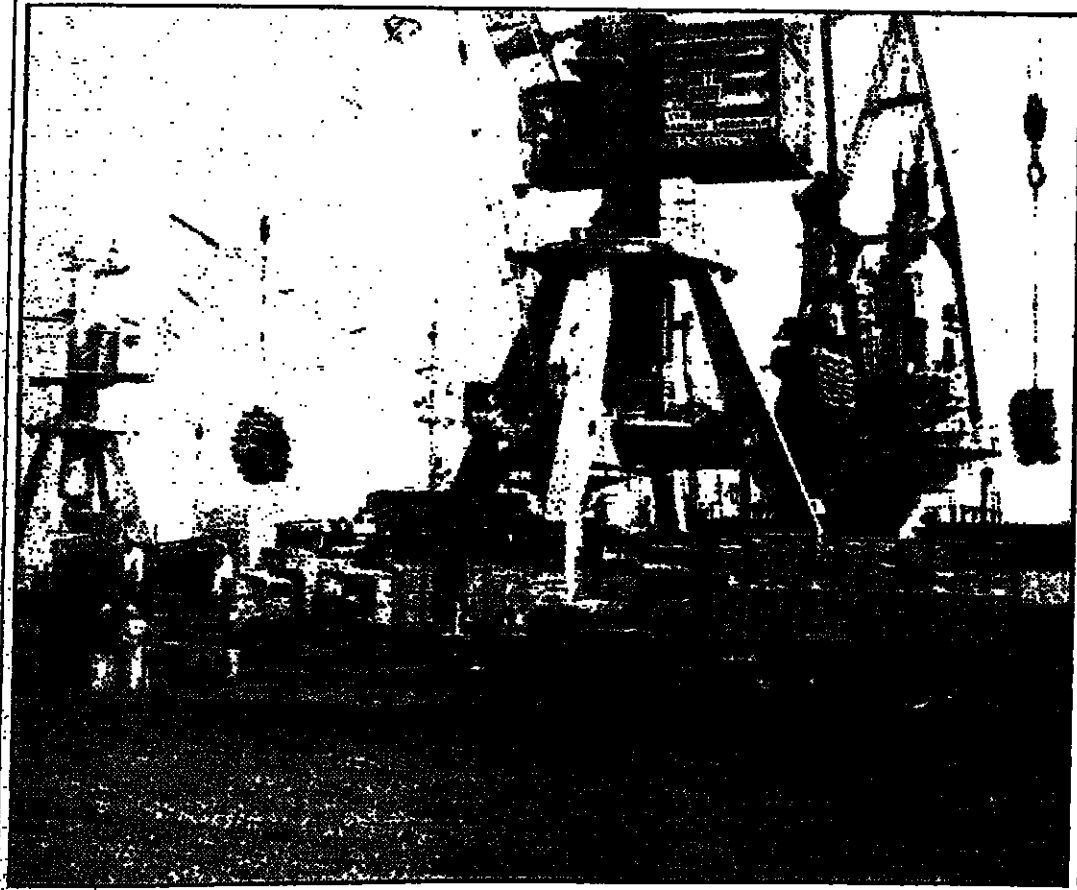
The supporters of the KFFA believe that stricter professional control will lead to healthy market practices and growth of business.

They would also like to enlist the help of Kuwait Airways, the United Arab Shipping Co., the Customs Authorities, the Shipping Association, the Civil Aviation Authority and Kuwait University's College of Commerce.

Professional freight forwarders say they hope that the idea of the association will meet with the government approval, saying that other professional groups have also formed associations with similar objectives in mind.



Despite a slump in the freight forwarding business, the company has never compromised its professional service level.



The company's operation will further gain in efficiency after the company is computerised.



Nazih Khattar: confident about his company's business prospects

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IASA — protecting the interests of small firms

By Jadranka Porter

THE International Air Shipping Association (IASA) decided at its last board meeting held in Kuwait early this month to focus on regional development in air shipping business with immediate attention to the Gulf, the Middle East and South America.

The decision was prompted by the European Economic Community's plans for economic integration which will result in the removal in 1993 of trade barriers among the EEC members.

Undergo

This will considerably change the concept of international freight forwarding and could lead to mergers between freight forwarding firms, according to Nazih Khattar, an IASA board member.

The IASA itself will undergo restructuring with a new set of rules and strategies being ham-

pered out to ensure further development of the organisation.

The board also examined the new membership applications and decided on the number of observers.

The IASA general assembly meeting will be held in Caracas, Venezuela next November, while the next board meeting will be held in Sydney, Australia, in February.

Khattar invited IASA to hold its 1990 general assembly meeting in Kuwait. IASA accepted the invitation and is expected to confirm Kuwait as a venue at the meeting in Caracas.

IASA was formed in 1971 by air cargo forwarders from 12 countries. The main objective of the association is to protect the interests of relatively small companies specialising in air cargo against big multinational firms in the field.

Today, the association has 40 members in 39 countries

(there is one member in each country, except the USA, which has two), and has achieved, in 1987, a total turnover of over \$300 million, realised through the IATA (International Air Transport Association) carriers.

IASA membership requirements allow only professional companies with sound financial standing to be part of the association. Kuwait is the only Arab country in IASA since May 1984, when Al Naqeeb & Khattar Co. was elected a full member during the general assembly in Oslo, Norway.

During the general assembly held in Bangkok, Thailand, in November 1985, Khattar was elected one of IASA's seven board members.

Since his election, Khattar has played an active role in the management of the association and is involved in locating other potential Arab IASA members.

By Capt. E.W.S. Gill

MOST ships coming off the shipways are now fitted with many labour-saving features. Many have the latest technology to enable ships to run efficiently with manning levels of 18 crew members or less. But in each case, it presupposes that the equipment functions without trouble, and that an emergency is a rare phenomenon.

Seldom do these idealistic conditions apply. There is also the attitude among many shipping companies, that the equipment installed on board should be just sufficient to carry out the tasks allotted to it.

There is seldom any allowance given for malfunction or deterioration of performance over the years. Consequently, as the ship gets older, equipment has to work harder to maintain the same level of efficiency, and frequently breaks down from this cause.

From my own experience, I have found that on the modern new vessels, the equipment requires as much if not more constant attention and maintenance than older type ships.

The checking of automatic sensors and monitoring equipment, is almost a full time job for one man, if carried out conscientiously. Yet the shipping companies require the smaller staff to keep as high, if not a higher, standard of trouble-free operation. The result is a constant battle with deadlines and emergencies.

Stress

The main stress falls on engineering staff, whose manning with the 18 and less crew configuration is only three, and this also includes the chief engineer. The engineers are all on day work, but have to answer any alarms that sound during night hours, which means regularly disturbed sleep or rest periods.

Ships are still not being fitted with total redundancy in technical equipment, and the existing equipment that fails has to be repaired as soon as possible. As an example, the purifiers and clarifiers fitted on a ship I commanded worked perfectly normally with the heavy poor grade of fuel oil that was once available when the oil price was high. Since then, oil companies have had a surfeit of lighter,



On all ships there is a steady workload that keeps everybody occupied.

Dangers of reduced manning on modern container ships

better distillate fuels available at the same price, and which shipping companies have taken for their ships. This fuel caused untold problems for the clarifier on board, and ships engineers found themselves having to overhaul and clean this equipment manually every month. (a job taking more than 36 man hours), despite the maker's claim that the equipment required attention only every six months or so.

On all ships there is a steady workload that keeps everybody occupied for the normal working day. But when equipment malfunctions this routine work is disrupted, and the original work schedule can seldom be reinstated.

Emergency duties are required, and invariably as soon as one emergency has been dealt with, another occurs. This lurching from one crisis to another seems to be very common on ships under tight schedules and reduced manning, and can do nothing for the morale of the staff.

Tight schedules can also become onerous and unsafe when port schedules coincide with anti-social hours of berthing and unberthing. Imagine the stress on deck officers of a schedule that has

the ship arriving and sailing in the small hours of the morning on many consecutive days.

The deck officers are working cargo watches during the day, and are then required to attend stations on leaving at whatever hour it is, besides standing their watches whenever they occur. The regulations require that an officer should have eight hours of rest prior to taking up his watch. But what if port time on several consecutive nights does not permit this action? On the Round The World Service, the schedules call for 13 ports, including both Panama and Suez Canals in 10.5 days. This averages out at under 20 hours per port, and in practice frequently under 12 hours.

Economic savings

Then there is the strain on the chief officer, who can hardly rest at all, being needed for consultation at all times in port, on the forecastle on sailing, and then expected to stand a watch in frequently busy traffic lanes shortly after sailing. How safe can he be under these circumstances?

I question whether the savings expected from reduced manning today can be realistic in the light of the small per-

centage that crew costs represent in the total operation of ships.

On container ship operations in Asia, crew costs have been found to represent barely two per cent of total gross earnings.

This is minuscule and becomes counterproductive when cheaper crews are still sought in the interest of economics. Shipping companies would do better to look for areas where percentage costs are high, to achieve the economies that would make their operations more viable.

Greater fuel efficiency can help to reduce operating costs, and newer engines are being designed to exploit this. Better designed ships, to take advantage of the port and canal regulations that penalise larger sized vessels is also an area that has barely been explored.

The older type ships run by many European shipping companies have a heavy penalty in increased port charges by virtue of their design.

This is also particularly noticeable when they transit the Panama and Suez Canals, for their charges are much higher as compared to the latest modern container vessels operated by Asian owners, that are coming out from Japanese or Korean yards.

These older ships are also required to have tug escorts into Tokyo Bay by virtue of their longer length, again at high cost. Yet these ships cannot carry as much cargo as these smaller classified modern Japanese and Korean ships. The fuel consumption of the newer ships is at least 20 per cent better, which means that operating costs can be dramatically reduced.

There is no doubt that modern equipment has achieved some spectacular savings in crew manning. It has also made some ships safer by virtue of this modern technology. To take advantage of further reductions, equipment must not only be able to duplicate and to back up equipment that malfunctions, but also capable of correcting mistakes by inefficient operators themselves. If through economic pressures, shipowners in their incessant search for the cheapest crews place inefficient personnel on board their ships, then they or better still, the flag government, must be assured of safety through better equipment backup with such crews.

The navigation technology, as demonstrated by the Integrated Navigation System of JRC, goes some way to meet this criterion. But it needs to become fully automated, and more simplistic in its operational capabilities, before those less well-trained officers can take full advantage of this equipment. If this hurdle can be overcome, then I believe that fully automated navigation can become a reality, especially when GPS NAVSTAR is operational. It should certainly make navigation much safer for some ships.

In the engine room, equipment must be designed and installed that has ample capacity for the task it performs. All too often equipment is installed that is just sufficient to handle the work it has to do.

An alarming development in some Scandinavian companies, is the introduction of the two deck officer configuration, with the master standing in as the extra watchkeeper. Until the Merchant Shipping Acts (MSA) and the British Courts, exonerate the master entirely from responsibility for all that happens on his ship, I fail to see how a shipmaster can be made to keep a navigational watch.

Piloting by computer

MASTERS, pilots and mates on watch must make rapid decisions based on a large volume of constantly changing information when navigating in congested waters. The safety of the ship depends, to a large measure, on their ability to absorb information from a variety of sources and to react very quickly to changing conditions.

A new computer system, under development by a team of researchers at a US university, hopes to ease this information overload.

The researchers have come up with a prototype "Piloting Expert System," (PES) which is intended to provide on-the-spot decision-making support for pilots, as well as an "off-line" training aid. It is being developed by Rensselaer Polytechnic Institute under a contract with the US Maritime Administration. Progress to date was reported in a paper given by team leader Martha Grabowski at the recent Fleet Management Technology Conference sponsored by MarAd's Office of Advanced Ship Operations.

Artificial Intelligence PES is based on newly evolving artificial intelligence programming techniques. Artificial intelligence (often abbreviated AI) refers to the ability of a computer system to emulate human thought patterns.

Expert systems are very specialised AI programmes which solve problems in a narrow domain of expertise by using a "knowledge base" taken from human experts and heuristic rules (chain of sequences of if-then equations.)

These heuristics correspond to the "rules-of-thumb" applied by humans performing a given task, such as "if the buoy is red, and if I am coming from seaward, then I must take it to starboard."

The rules for the PES were derived from "book knowledge" of the rules of the



The 'Piloting Expert System' under development may one day be used to pilot ships in New York.

road, piloting and shipbuilding. The knowledge base is being constructed by observing pilots thinking aloud as they go through the motions of piloting a ship into New York harbour. For this project, the team has secured the co-operation of the Sandy Hook Pilots Organisation, the members of which, according to the author, were "most supportive" of the research work.

The system, once completed, will probably work something like this. The programme, containing the local knowledge base as well as the heuristics, would be stored on a floppy disk, which is loaded into a micro-computer at the chart table.

Input from the ship's sensors is continually fed into the microcomputer, including speed, heading, set and drift, tide, current, compass, electronic information (from the ARPA) and other data.

Tide, weather, visibility and other, variable conditions are entered manually at initialisation. All data entries are made using a "mouse" instead of a keyboard. The vessel's characteristics, (length, width, draft, type of rudder and propulsion, presence or absence of bow or stern thrusters, sail effect, number and type of propellers, etc.) are already stored on the disk, as are the local channel characteristics.

After initialisation, which would take five to ten minutes, the computer screen provides an electronic chart display,

which shows the vessel's progress in real-time through the harbour. The computer processes all of the inputs, assesses the situation based on its stored knowledge base and heuristic rules, and makes recommendations to the master, mate or watch or pilot.

A key question, of course, is whether such a system will really help pilots at all. There is a danger that pilots will feel threatened by this sort of system, and also that it may actually add to their workload rather than easing it. For that reason, the research team decided to subject the prototype PES to an operational experiment, using the simulation facilities at the Computer-Aided Operations Research Facility (CAORF) at Kings Point, New York. Eighty randomised groups of three subjects were run through a piloting scenario simulating a New York harbour departure.

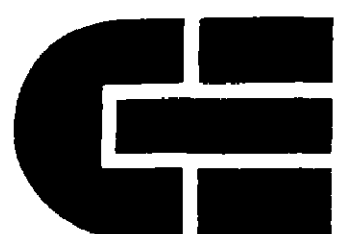
The subjects were divided into two groups: one using the PES and the other not. Data is currently being compiled, and results will be released later this year. For initial evaluation, the researchers have prepared a number of benefits which they believe will be derived from their work. First, it should help to alleviate some of the information overload under which pilots labour today. Second, it should provide an important training tool for junior pilots and deck officers, giving them an aid to study particular transits and channels for a specific vessel. Third, it should provide a means of

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Indian shipping seeks more funds

FOLLOWING foreign ship-
pers' demands for deeper ber-
ths to receive larger bulk
carriers and better container
handling facilities at the major
ports in India, the Ministry of
Surface Transport has sought a
sharp increase of Rs 7000
million (\$540 million) in the
seventh five year plan (1985-
1990) allocations for develop-
ment of ports from the plan-
ning commission.

According to the ministry,
the need has now arisen to
broaden the scope of the
seventh plan projects to include
several new ones.

The major expenditure will
be on the deepening of the
Panaji, Madras and Visakh-
apatnam Ports and commis-
sioning of a satellite port at
Madras for which government
approval has already been
granted.

The Japanese steel mills,
which are the major ore impor-
ters from India, are said to be
insisting on deepening of the
berths to accommodate larger
ships. The Ministry of Surface
Transport has also sought a
sharp increase of Rs 7000
million (\$540 million) in the
seventh five year plan (1985-
1990) allocations for develop-
ment of ports from the plan-
ning commission.

At the Bombay satellite port
of Nhava Sheva, the creation of
three container berths instead
of only one as before is being
considered.

The American President
Lines (APL) has put forward
proposals to take over the han-
dling of the incoming and out-
going container traffic at
Madras port and also to lease
the container berth and operate it fully.

ONLY one carrier, American
President Lines can truly call
itself the transportation com-
pany of North America, Far
East and Asia trade. That is
because APL has grown with
these trades, and is the only
major carrier today to dedicate
its service exclusively to the
Pacific basin/Indian ocean/Far
East & Middle East market.

APL devotes 100 per cent of
its effort to understanding and
serving these trade lanes. This
has enabled APL to reach pre-
eminence in the world's most
active trading region. APL
prides itself on knowing how to
give customers exactly what
they want: quick, reliable, safe
and cost effective transpor-
tation services, logistically
integrated, which can actually
enhance the value of the cargo.

APL has brought Asia
including the Middle East and
the great expanse of North
America closer together by
developing the world's most
extensive and sophisticated
intermodal system combining
ocean, rail and truck transpor-
tation in one smooth, co-ordi-
nated move. This has now been
even further expanded to keep
pace with the launching of its
new sophisticated C10 vessels.
By having their goods shipped
quickly and efficiently to and
from virtually any point in
North America and Asia, cus-
tomers can save money and
increase their competitiveness.

Electrical power to supply a city of 30,000 people at sea!

MAERSK Line's latest new
building, the M.V. Marchen
Maersk, has what is believed to
be the largest reefer capacity of
any vessel afloat. To ensure all
reefer containers are supplied
with adequate electrical power
while onboard, a new large type
installation has been developed.
This installation generates
approximately the same amount
of power as what is consumed by
a modern town of 30,000 people.
To monitor the high amount of
reefer containers onboard,
Maersk Line has installed an
advanced EDP control system
and have additionally assigned
two specialised technicians
whose sole responsibility is to
check the reefers with regular
intervals.

The loadings on the first sailing
were up to capacity which sup-
ports Maersk Line's position as
the leading world carrier of
chilled and frozen cargo.

Is big really beautiful?

With 28 vessels worth \$2.7 billion with a total 25,400 berths on order and most of this in super ships, financial pundits point to the imminent dangers of over-capacity.

By Bill Glenton

THE big-is-beautiful belief
among so many cruise lines
today is not being shared by
some financial pundits.
Increasingly they point out the
imminent dangers of over-
capacity.

With 28 vessels worth 2.7
billion dollars with a total of
25,400 berths (40 per cent of
present capacity) on order and
most of this in super ships they
forecast a situation similar to
placing a shoal of killer whales
in a goldfish pond.

Their belief, as the latest Cas-
sandra, one Sunil Sreenivasan,

Vice-President (shipping) at
Citibank NA, told the Seatrade
Cruise Conference recently, is
that yields and load factors will
drop dangerously low — the
latter beneath 70 per cent in the
premium sector.

Emphasising that new lower
berths were expected to
increase by at least 40 to 50 per
cent over the next four years he
felt that, coupled with the pos-
sibility of economic recession,
size and efficiency will become
more critical even with "thin-
ner margins".

It is his belief that lines with
the lowest cost per berth will
have the greatest advantage

and staying power. Given that
they also have strong balance
sheets and good liquidity they
will also be in a good position to
absorb "the less fortunate".

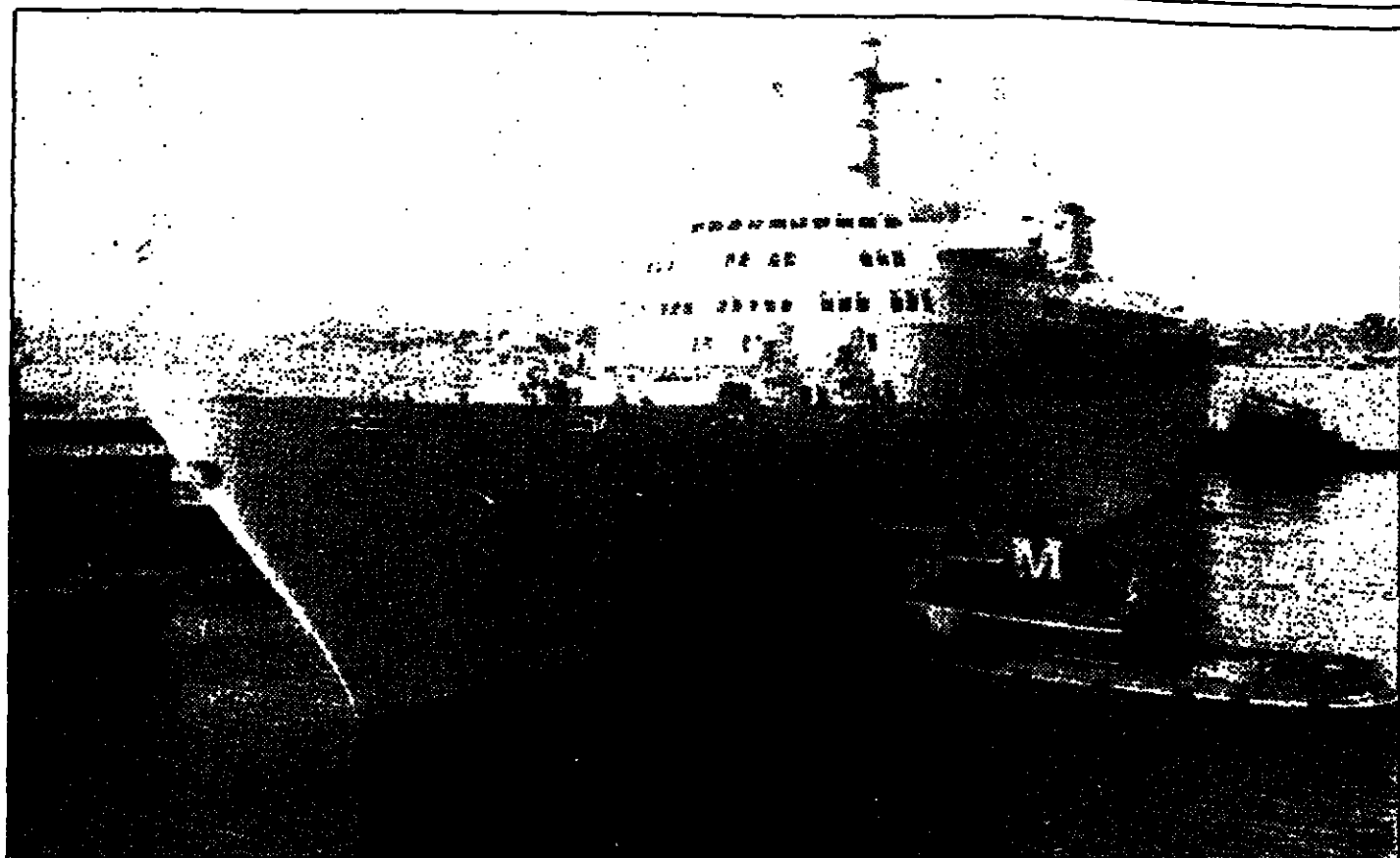
On the surface his predic-
tions appear reasonably valid
as do other presagers of the
effects of over-capacity in the
late 80's and early 90's. At the
same time they seem to be
atypical of the attitudes of
those who study balance sheets
more than the tastes of the pas-
sengers.

No one can deny the clear
risks of over-capacity in cruise
regions such as the Caribbean
but there does appear to be con-
fusion over who and what is at
the greater peril. And to what is
the best answer.

A striking feature of the
cruise patterns of the super ves-
sels is that the port calls are very
limited in number. They can be
as few as two or three.

Size
The huge size and draught of
these vessels means that there
are comparatively few places
capable of berthing them. It
may, however, be a possibility
that the account led owners
prefer to keep passengers and
their money aboard as long as
possible. Greater size also
means bigger casinos and far
more bars.

What has and is being
created are a series of floating
seaside resorts in which the
traditional cruise atmosphere
survives only where it does not
interfere with modern com-
mercial practices. This may not
be offensive to the many new-



Premier Cruise Lines' Oceanic at 39,241 GRT represents a fine example of the larger type of vessel presently being constructed.

comers to cruising who are
clearly the main target for the
new style ships although I can-
not help thinking some might
step ashore at voyage end won-
dering if it would not have been
as satisfying spending a week at
Atlantic City. A lot cheaper,
too. The limitation of ports of
call will force many to seek
routes and smaller vessels.

This is one reason why I
believe the owners of older and,
perhaps, less well financially
backed ships could well find
greater public interest in them.
Those who have planned the
new era of giants argue that

they are meeting a more
modern, different public need;
that old style lines have become
too entrenched in their ways —
hence the reason why the cruise
market has not expanded as
rapidly as other forms of
holiday taking. Given the much
higher cost and greater infla-
tion rate of cruising that is not
so surprising.

What the big ship schemers
call a new need is really a new
market — the vast army of
Americans who rarely see the
sea let alone sail on it. To woo
it they are bringing cruising as
close to a resort stay as its possi-

ble to get. In the process they
may lose the romantic appeal
that has always been a siren call
for whoever hears it.

Building big can also destroy
the intimate personality that is
another keynote of traditional
cruising. Large apartments
tend to become functional non-
descripts, one much the same as
another. Hoteliers and
developers have learnt that les-
son the hard way and are turn-
ing to smaller, more personal
buildings.

Size is relative, of course.
Today's 70,000 tonner will
seem small compared with that

proposed 200,000 ton cruise
vessel. But the danger point has
already been reached. Neither
passengers nor personnel find it
easy to establish that smaller
ship relaxed relationship, when
there are 2,000 people being
handled on a conveyor belt
operation lasting only a week.

It would be ironic if, in their
attempts to produce a more
economic and more profitable
form of cruising, the big ship
owners actually emphasised the
attractions of the vessels they
were meant to succeed. And at
the same time reduced their
own chances of riches.

Goliath of the seas

THE biggest liner in the world — the Sovereign of the Seas — is

now afloat. Built at a cost of \$175 million by the French shipyard
Chantiers de l'Atlantique — the liner was completed in 29
months.

With a tonnage of 74,000 it replaces the Norway (earlier
known as the France) as the biggest liner on water.
The new ship was inaugurated in Miami, Florida, early this
year. It is a luxury floating hotel entirely covered in copper,
marble and glass.

It is 266.5 metres long and as high as a 17-storey building. It
can accommodate about 2,660 passengers at a cost of 1,500
francs per person per day.

The construction of this ship has brought fresh life in the
French shipbuilding industry (which has been as crisis-ridden
as its counterparts in the rest of the world).

Chantiers has, in fact, taken up the construction of a new
liner which is a shade smaller than the Sovereign of the Seas.

Quality service from American President Lines

State-of-the-art vessels, ter-
minals, double stack container
trains and high capacity con-
tainers further ensure the fast,
safe, reliable and cost effective
movement of cargo.

Complex domestic distribu-
tion services, including just-in-
time delivery, can be combined
with international moves
through APL's domestic trans-
portation affiliates.

Quality service has been
achieved through extensive
planning and investment, par-
ticularly in the past decade. The
first step, begun in 1976, was for
the company to evaluate its
Atlantic-strait and round-the-
world services. After a
thorough study of its strengths
and opportunities, APL rede-
ployed all of its assets to its
important market-inter Asia/
Middle East.

At the same time, the com-
pany began building a compre-
hensive inter-modal transpor-
tation system to handle the
requirements of importers and
exporters throughout the inter-
Asia and Far East and along
the Atlantic seaboard. To do
this, the company designed and
purchased its own rail equip-
ment, established inland cargo
terminals and new services, and
employed some of the nation's
most knowledgeable land trans-
portation specialists.

The need to design a vessel
that would meet the highest
service requirements of its cus-
tomers, through speed, perfor-
mance, reliability and
efficiency, propelled APL to
build the C10's which have
since made transportation his-
tory.

The broad beam of the C10's
and their 903-foot length give
them the capacity to carry 4,300
TEUs of cargo in 48, 45, 40 and
20-foot containers.

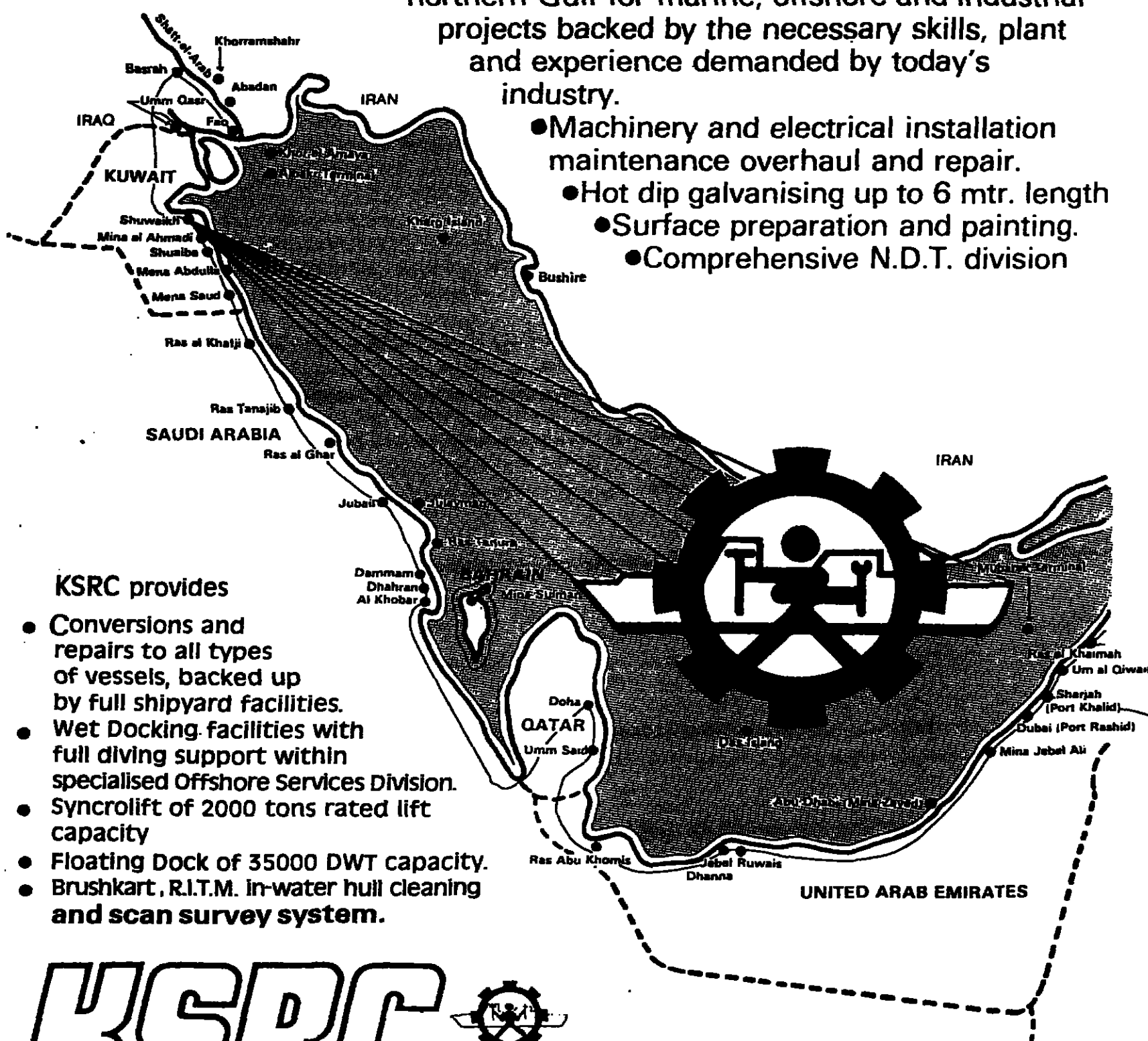
Rated at 57,000 HP, the 12-
cylinder C10 power plants are
the largest and most powerful
diesel engines ever built that
propel the C10's through the
water and at a fast speed of 24
knots thus helping ensure the
on-time delivery of cargo to
APL's customers.

Today, APL is one of the
world's largest and most
innovative container transpor-
tation companies offering
quality service.

KSRC SERVING THE GULF.

• The largest and most versatile heavy engineering facilities in the
northern Gulf for marine, offshore and industrial
projects backed by the necessary skills, plant
and experience demanded by today's
industry.

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maintenance overhaul and repair.
- Hot dip galvanising up to 6 mtr. length
- Surface preparation and painting.
- Comprehensive N.D.T. division



KSRC provides

- Conversions and repairs to all types of vessels, backed up by full shipyard facilities.
- Wet Docking facilities with full diving support within specialised Offshore Services Division.
- Syncrolift of 2000 tons rated lift capacity
- Floating Dock of 35000 DWT capacity.
- Brushkart, R.I.T.M. in-water hull cleaning and scan survey system.

KSRC

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SHIPPING AND FREIGHT: AN ARAB TIMES SUPPLEMENT



Ship maintenance in progress at the KSRC workshops. The company has been on the scene for 15 years.

TUCKED away in a remote corner of Kuwait, hidden behind the imposing Shuwaikh Port, lies Kuwait's only ship repair yard, the Kuwait Shipbuilding and Repairyard Company (KSRC). The entrance is fortified like an impenetrable fort. Not many outsiders are allowed inside the sprawling complex, housing some of the most sophisticated equipment for ship maintenance.

One assumes that dry docks are just that — dry, without much excitement. But there seems to be plenty of excitement — and work for the 770 employees of the shipyard in Kuwait.

Established

Five months ago KSRC's 11-man diving crew, who are on 24-hour call, answered an SOS from a Kuwait port: "A ship is sinking with thousands of sheep on board." It was a tricky situation. A hole had appeared in the ship's hull, flooding the ship, and tilting it 50 degrees. It was on the verge of sinking. The divers, trained in underwater repair work, patched up the hole, saved the livestock and the ship, and avoided what could have been a disaster.

"If we were not here, the ship

would have sunk," said Mousa Jafar Marafi, the managing director of KSRC.

The company has been on the scene for 15 years. Formed by a group of private investors, it was established to fulfil a need for the seafaring nation: to provide a handy repair and maintenance facility for ships.

In the early years business flourished and the company prospered. There was no dearth of ships calling at Kuwait's ports. Many would seek main-



Jafar Marafi, managing director, KSRC

tenance at the shipyard. Any vessel — from tankers and container ships to pleasure boats were repaired, maintained or overhauled, as the case may be.

With the onset of Gulf war, the market declined. Kuwait's proximity to the war zone was the stumbling block. Though ships called at the ports, their duration of stay was reduced. "Shipping companies were reluctant to allow the ship to stay in Kuwait, so close to the war zone, for a period longer than was necessary," explained Marafi.

Instead of choosing the nearest dry dock, repair jobs went to the safest dry dock in the Gulf, Dubai.

KSRC lost business. In 1984, net losses totalled about KD 4,500,000. Operational losses amounted to KD 918,000. The company was going through a dark phase.

Sensitive

It was at this time that the government stepped in and took over the company from private investors, acquiring 67.2 per cent of authorised and issued capital of KD 30 million.

The war also changed the nature of operation. It became highly sensitive. Marine work

One assumes that dry docks are just that — dry without much excitement. But there seems to be plenty of excitement — and work for the 770 employees of the shipyard in Kuwait. Fathima Ahmed reports on the Kuwait Shipbuilding and Repairyard Company.

Diversification ensures smooth sailing for KSRC

was constantly declining. The number of ships calling at Kuwait's ports declined and the volume of repairs done at the shipyard also dropped. Marine work — on a large scale — had nearly halted.

KSRC was in dire straits. Officials began exploring the market to find a way to push the company out of distress. One answer was diversification.

"We examined our capability and facilities. A ship is like a floating industrial unit; it has a power station, steam generator, pumps, sophisticated electronic gadgets and other things. We told ourselves: if we can do the work at sea, why can't we do it on land," Marafi said.

Three years ago KSRC shifted the bulk of their operation to land, going into industrial maintenance.

Kuwait's oil sector was a natural choice. They moved in to maintain oil export terminals, storage tanks and refineries. Today, they have a four-year contract, valued at KD 4 million, with the Kuwait Oil Company (KOC) to maintain their facilities. Other contracts fell into their lap: a KD 3 million contract to oversee maintenance of Kuwait National Petroleum Company's (KNPC) facilities for three years. The company also has short-term contracts for construction of new facilities in the oil sector.

KSRC's next venture took them into the water and electricity sector. The Ministry of Electricity and Water gave

them a major contract to maintain the Doha Power Station. They won the MEW's confidence and took over maintenance of major water desalination and power plants in Kuwait.

"Our policy was to continue diversifying and offset losses incurred by the slump in marine work. This, of course, was not possible without our highly skilled workers, technicians and engineers who were supported by modern and sophisticated workshops," said Marafi.

Despite expansion in other fields, the company did not let go of its roots — ship repair.

Today, KSRC has a floating dock of 190x32m and 14,000 tonnes lighting capacity for vessels up to 35,000 DWT and synchrolift of 90.6x23m and 2,000 DWT. A transfer yard with seven service bays is connected with the synchrolift for ship repair and ship-building and a further give berth of 550m total length for wet docking.

Qualified

Besides the drydock facilities, the yard has highly qualified diving squad with up-to-date underwater equipment capable of undertaking underwater hull cleaning, cutting, welding, inspection and survey and all works related to underwater construction.

The main strength of the yard lies in its diversity and its people. It can undertake all aspects of ship repair and maintenance works from routine dry dock and machinery mainten-



Kuwait Shipbuilding and Repairyard Company houses some of the most sophisticated equipment for ship maintenance.

ance to ship re-engining and repair to restoration.

"All ships require periodical repair and maintenance. And we cover that market which is as diverse as tankers, bulk carriers, containers, gas carriers, dredgers, fishing vessels down to offshore boats and pleasure boats and yachts," said Marafi.

During this period, the shipyard was also involved in repairing damage to ships and installations caused by the war. When the 81,283 tonne Sea Isle City, a reflagged tanker, was hit by a missile in Kuwaiti waters on Oct 17, 1987, it was brought to the shipyard. Though foreign experts were called in to assess damage, the bulk of work was done by local staff.

KSRC also undertook major work on the Sea Island, Kuwait's offshore supertanker terminal, hit by a Silkorm missile on Oct 22 last year, causing extensive damage.

Expansion

Due to expansion into other fields the company managed to reduce losses considerably. Though it was in the red, it was not on the decline. Losses in 1987 dwindled to under KD 800,000.

Marafi foresees a bright future for the company, particularly in light of the Gulf war

ceasefire, which went into effect on Aug 20.

Marafi is confident that the market for marine works will improve and the company hopes to attract a larger clientele. "The future looks bright," he said. "We are now gearing up for the jobs that will come our way."

Once the Shatt Al Arab waterway opens, about 65 ships trapped by the war will be freed. The shipyard hopes to attract a major portion of the business to this southern dry dock.

"Our strategy is to balance

between industrial and marine works, and continue to tap potential markets — wherever the need arises," Marafi said. The ceasefire came at an opportune time for the moribund shipyard, which will try to take advantage of its proximity to the disputed Shatt Al Arab waterway.

Marafi said KSRC will be "involved in clearing the Shatt Al Arab waterway of debris and mines" perhaps with a view to pave the way for business — trapped ships — to come its way.



The shipyard hopes to attract more business in the wake of the ceasefire.

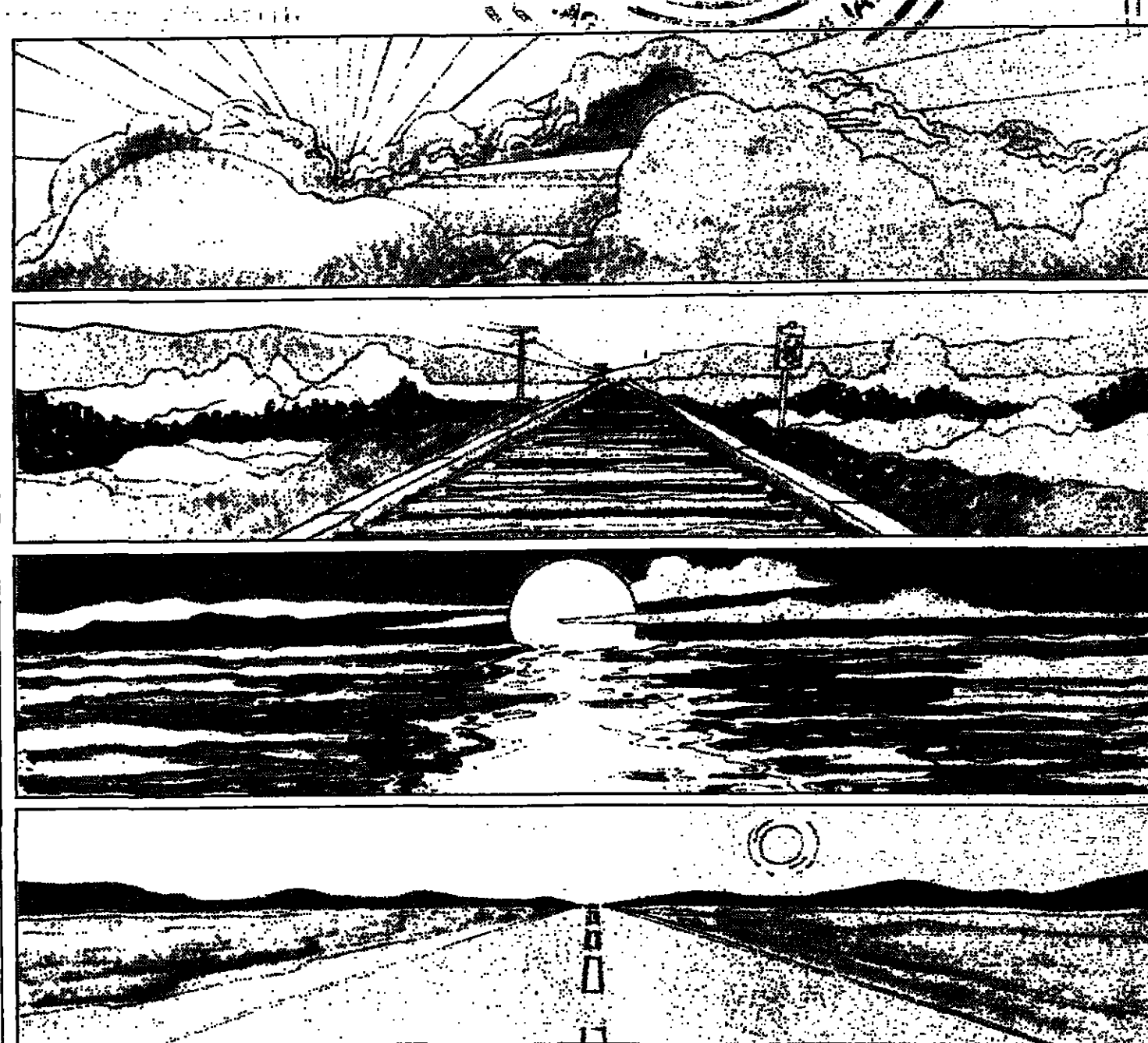
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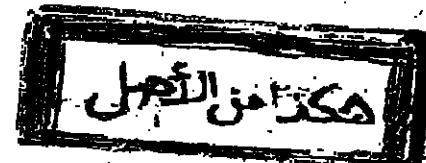
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SHIPPING AND FREIGHT:
AN ARAB TIMES SUPPLEMENT

WEDNESDAY, SEPTEMBER 28, 1988

WITH a ceasefire in the Gulf, the subject of "marine and/or war risks in areas of hostility" was in many respects a logical and certainly a highly topical one for the recent hull workshop at the IUMI conference in Nice.

In the event, it proved to be an extremely informative debate which dealt with a number of the more controversial aspects arising from the Gulf war and their treatment by and impact on the insurance market.

Michael Ellis, general manager of the Salvage Association, produced an excellent factual round-up of Gulf casualties and outlined the circumstances which could in fact lead to many more.

Noting that the war (and the laying of mines) had added greatly to the navigational problems of merchant ships in the Gulf, and that there was an increased risk of both groundings and collisions in the area, Ellis detailed also some of the many special procedures which must undoubtedly raise the likelihood of casualties and machinery damage.

Whilst acknowledging that,

An international workshop discusses the impact of war on the marine insurance market

Underwriting risks in areas of hostilities

so far as the crew are concerned, it was a proper precaution to reduce engine-room manning or indeed to leave the engine room unmanned. Ellis said that in many cases this must increase the expense to the vessel's underwriters. "What happens," he asked, "if a boiler problem arises which, under normal circumstances, the crew in the engine room would deal with but which in the circumstances they cannot?"

Ellis also asked whether the crews manning the ships in the Gulf were of the same calibre as those who would man vessels in other areas. He noted that crews are often changed when ships enter the Gulf and that they are most likely to be on relatively short service. "Does this mean," he said, "that machinery is still cared for and attended in the way it should be, and are normal maintenance routines followed? If the

answers to those questions are 'no,' and damage results, is that really crew negligence? Is it a marine peril?"

Ellis emphasised that the shuttle services present their own problems, with the vessels and crews almost by definition on a demanding, hazardous service, at times sailing in convoys which can enhance the danger of collision.

He noted that, on such a service, VLCCs are probably never running long enough to make their own feed water and that there have been instances of boiler failures due to very poor quality feed water and/or poor quality bunkers.

He added that, on a shuttle service, there is limited time for crude oil washing, and surveyors know from experience that the residues on board, and more specifically the build-up of unpumpable sludge, can cause major

problems when there is damage and can result in very great additional expense whether the repair is the result of a marine casualty or an act of war. "Shuttle vessels are transhipping to mother ships outside the Gulf or direct to vessels for export," added Ellis. "Should such transshipments be regarded as routine marine risks? They are now carried out as a matter of routine where previously they would have been exceptional, and according to the risks must have increased. Which underwriter bears that burden?"

Lloyd's underwriter Mark Loveday provided the IUMI workshop with the war risk insurer's view, covering all aspects of the business from the demise of the London Hull War Risks Rating Committee ("a matter for regret") to specific cases involving the interpretation of insurance law.

the American, Norwegian, Japanese etc)," he said, "dare we ask how many vessels are insured only on those basic war clauses these days?"

"How often do additional clauses appear such as blocking and trapping, detention, hijacking, terrorism, confiscation, nationalisation and broker's clauses — frequently thrown in without additional premium — either as a further form of unnecessary competition or as a 'sleepeasy' to sweep up some of the gaps in coverage which may or may not be there?"

"Do we know what we mean when we use these terms and offer them as cover to our clients? Each has a meaning which needs to be considered with care and sometimes resorting to the law. But do the lawyers know what they mean? Responsible underwriters should know the cover they are giving and what claims they are prepared to pay if they are accepting the premium.

clauses now in use. That lack of litigation, he added, was not because the issues were as simple as black and white, but because of a fear of the real outcome of such litigation.

"No loss adjuster has any difficulty with war coverage," concluded Loveday, "when there is loss or damage directly caused by a missile attack, a mine or a bomb, and such an isolated incident holds no fears for the underwriter. The greater danger lies in not knowing what we are covering."

Nicholas Wilmott, a wartime lawyer with Norwegian insurer Vesta, looked at the main points of the Institute Clauses and of the Norwegian insuring conditions, and at their effect on some recent war casualties. He said that it was very important to realise that even a system like the Norwegian one, which arguably goes furthest in placing liability on the war risks insurer, leaves the marine underwriter to carry a significant proportion of the extra risk created by operating in a war zone.

With regard to the differentiation between marine and war risks, Wilmott said that underwriters could not assume that lawyers were mind-readers and had given exact repression to what underwriters really meant.

It was impossible, he said, to draft clauses that gave a clear answer to all the borderline cases that could arise, and the present wording of the Institute Clause had not yet been interpreted by the courts.

Hestressed that both marine and war risk underwriters should take this inevitable area of uncertainty into account (not to mention the lawyers' fees for resolving that uncertainty) when fixing their premiums. The only way to avoid this element of uncertainty, he added, was to insure marine and war risks as a single package.

Wilmott also urged that clauses covering marine perils drafted in one country should not be combined with war clauses drafted in another even where the wording used in the two sets of clauses appeared to correspond.

He pointed out, too, that even though the fact that the vessel will trade in a war zone was undoubtedly a material fact, there was in practice very little the underwriter could do to protect himself where a vessel increased trade in a war zone after the inception of the risk. "Most underwriters probably believe themselves to be in a stronger legal position than they really are in respect of change of risk," he said.

"Underwriters cannot afford to treat the legal aspects of their trade as something they can leave entirely to the lawyer," concluded Wilmott. "To redress the balance, perhaps we should take a searching look at the underwriter. Why haven't marine underwriters taken the opportunities available to them to protect their

position when a vessel they have insured against marine perils enters a war zone? Why don't they charge an additional premium for entering a war zone? Why don't they at least set a limit in the policy in the form of a warranty to the number of calls the vessel can make in a war zone? Why don't they insist on insuring marine and war perils as a single package? Why don't they check the technical standard of vessels that regularly sail in the war zone before they grant insurance?"

These comments produced a good deal of lively discussion amongst delegates, and particularly from Norwegian and a British underwriters. One Norwegian insurer admitted that underwriters didn't do some of the things they were supposed to do because they were ruled by commercial considerations, and added that he wouldn't inspect a ship going to the Gulf for fear of what he would find.

An insurer from the London market, meanwhile, said (with not entirely a straight face) that marine underwriters didn't charge an additional premium because they were afraid of losing the business to other markets, which comment served to underline the point that war risk insurance is an extremely competitive business. And perhaps this is what John Hickey, chairman of the workshop session, had in mind when he repeated his warning of last year to the effect that, "We have met the enemy, and they are us."

Pretend

Loveday said that, all too often, underwriters look only at the rate and discount in a rush to get more war premiums onto their books. He doubted whether insurers questioned the conditions of the policy frequently enough, and asked whether they differentiated in their rating for the different approach needed to unrepaid damage and different clauses and jurisdictions.

"If we pretend that we know what we are covering under the basic Institute War clauses for

Noted

Sadly, there are many who give the impression that any premium will do — keep up the cashflow and to hell with the wording — and sometimes the attitude appears to be, 'To hell with the consequences.'

Loveday noted that there is remarkably little caselaw in recent times relating to issues arising out of war or losses which may be attributable to the perils covered or not covered by the plethora of

ISA: providing a comprehensive package

IN the beginning there was cement. Not a bad base to build on. And it all began with two prominent businessmen from Kuwait, agents for Swedish cement, who decided they wanted to expand their business to shipping and travel.

Having already good contacts in Sweden, they dressed warmly and set out to find a partner to help them fulfil their aspirations. And in the year 1955 they found him.

In the capital of Sweden, Stockholm, the two Kuwaiti cement dealers found a young businessman who, at the time, headed the largest travel and shipping agency in Scandinavia.

The two Kuwaiti gentlemen had no difficulty in convincing their new found Swedish friend that their proposition could lead to some interesting business.

Thus Mr Bengt Lindwall packed his bag and went to visit the State of Kuwait and in 1956 the first Gulf Agency Company/International Shipping Agency office was established.

The Kuwait of yesterday was quite different to the hyper-modern state of today. Then, the city of Kuwait was a hot, dusty place hiding behind a



From left to right: P.J. Varothunny, shipping manager, Hakan Granander, managing director, Sumit Kapoor, marketing manager.

high wall on the shores of the Arab Gulf.

The port of Shuwaikh consisted of a wooden T-jetty where mostly cementships were discharged very laboriously. But the growth of Kuwait expanded explosively — and with it the new Gulf Agency Company, GAC spread to all countries of the Middle East.

The expansion of GAC did, however, not stop here. There followed new establishments in Nigeria and eventually Hong Kong, Singapore, Pakistan and India.

Today GAC works in Kuwait under the name of International Shipping Agency (ISA).

Ship's agency is the backbone within the wide scope of activities of ISA Kuwait, many of which became spin-offs, with the various departments working hand in hand, to be in a position to offer our principals a complete service package.

International Shipping Agency, ISA, cover the dry cargo ports of Shuwaikh and Shuiba — as well as the tanker load port of Mina Al-Zour. For the support of the liner services that ISA Kuwait represents, a modern computer equipped, canvassing and marketing organization keeps in constant touch with receivers, exporters and the principals.

ISA Kuwait has considera-

ble experience and know-how in the field of claims handling and cargo loss prevention.

The P & I department acts as representative and correspondence on behalf of a dozen clubs.

Airfreight
During recent years, ISA Air Cargo Department has gained a good reputation for the efficient handling of cargo on behalf of leading airfreight forwarders worldwide. ISA ranks amongst the top three Agents in Kuwait.

ISA Air Cargo operate airfreight export consolidations to Europe and North America, offering packing and door to door services. Local canvassing by the airfreight marketing staff ensures that all principals and overseas agents are represented and kept well informed. ISA are I.A.T.A. appointed agent.

IML Air Couriers
ISA are the Kuwait Franchise of the London based 'IML Air Couriers'.

IML are reputed to have the third largest international courier network specializing in the express movement of documents and packages.

Developed by ISA during the last five years, IML Air

Couriers have proved to be a valuable extension of ISA traditional shipping and forwarding activities.

Cargo Gulf
Kuwait was among the first GAC offices to establish consolidated sea-freight containers using the CargoGulf system. As the leading import consolidator in Kuwait, CargoGulf offers local companies an efficient and economical method of transporting their small orders and part container loads.

General Forwarding
ISA offers a complete range of forwarding services including export, packing, road transportation, project and heavy lift services, distribution and removals.

On the question of quality and standard of services rendered by ISA, Hakan Granander, Managing Director said: "To me, quality is an inner resolve to do one's job and do it better each succeeding day."

Each one of us at ISA have a deep regard for our company, and strong desire to render the best to the customer. Quite naturally 'WE CARE FOR OUR CUSTOMERS' is our key slogan," he said.

Ignazio Messina liner services

THE sole activity of Ignazio Messina and Company ever since its establishment in 1921 has been the operation of regular liner services under the Italian flag.

With its head office in Genoa, Italy, the business trades as a joint stock company with the entire shareholding in the hands of Italian nationals. The fleet consists of 14 recently-built specialised RO/RO container ships all owned by the line. Ignazio Messina is recognized as a national shipping line by the Italian government.

With the changing market conditions in 1968, the company set about a major reorganisation and modernisation of its operations. A programme of fleet renewal and restructuring of services was carried out over the following 10 years, leading to the overall transformation of business activity from that of a traditional conventional shipowner to a carrier specialising in regular RO/RO services.

Despite the history of nautical dangers in the Gulf region, Messina Lines have never missed a sailing from Italy to the Gulf. In fact after the attack upon their ship, Jolly Rubino in September 1987, Messina have further improved its trade to Kuwait, carrying 1673 teus in 1986 to 2268 teus in 1987, increasing therefore by a remarkable 35 per cent.

Today, the company has a leading position in the shipping industry, and from the La Spezia base, offers specialised services to the following destinations:

Libya: sailings every 10 days to Tripoli, Benghazi, Misurata and Marsa El Brega.

East Mediterranean: Sailings every 10 days to Beirut, Tyre, Tartous, Alexandria and Mersin.

Saudi Arabia: Sailings every 10 days to Jeddah.

Malta: Sailings every 10 days.

East Africa: Sailings every 20 days to Djibouti, Mogadishu, Mombasa and Dar es Salaam.

Algeria: Sailings every 10 days to Skikda, Algiers, Oran, Annaba and Mostaganem.

Tunisia: Sailings every 10 days.

Red Sea: Sailings every 20 days to Aqaba, Hodeidah, Assab (optional), Port Sudan (optional).

Arabian Gulf: Sailings every 14 days to Dubai, Dammam and Kuwait with direct calls.

West Africa: Fortnightly sailings to Banjul (optional), Dakar, Abidjan, Tema (optional), Lagos, Warri, Port Harcourt, Douala (optional) and Port Gentil (optional).

The company's experience in the West African trade dates from before World War II and up until 1946 through the shipping line 'Nautilus', when Messina acquired the majority shareholding from the Swiss parent.

The routes are served by modern RO/RO-container, multi-purpose ships which are able to accommodate rolling cargo, containers and unitised conventional consignments.

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WITH the announcement of a ceasefire in the Gulf war there is a mixed opinion amongst business and shipping circles in Kuwait as to whether or not the 'boom' to come will be as big as the pre-war period.

Opinions vary but it is generally agreed that it is unlikely that Middle East shipping will be able to benefit from the ceasefire in the Gulf war before the end of this year.

Although the economies of Iraq and Iran will divert their attention to reconstruction and re-development much has to be achieved in the inland links before the anticipated boom in imports can materialise.

Comparison between the Arabian Gulf shipping today and that which existed immediately before the war illustrates several major changes.

In 1980 break bulk general cargo and 'ro-ro' were to be seen in every port, and heavy lift and project cargo ships were bringing large and unpackable plant and machinery to every corner of the region.

In 1980, fully cellular container ships held only 10 per cent of the market. Today containerisation is sold by every port and cellular vessels take one third of all cargo.

But whereas major carriers previously brought their vessels to all major ports to load and discharge a little at each, the intervening years have seen the development of transshipment ports and services; feeder ships either to common carrier or dedicated to one carrier, link a base port, with many points in chain, dropping cargoes off and picking up others before meeting the mother vessel again.

The war encouraged the development of two of these base ports Khorfakkan and Fujairah, beyond Hormuz with the twin attraction of avoiding a war zone and wasting the least time on a round the world or inter-regional service.

Just what will happen to these ports after the war zone status is removed remains to be seen.

The history of intercontinental trade routes shows that they have been shifting like a Rubik puzzle over the years. Changes in flow of freights have been due to political or economic

Will Kuwait re-emerge as a re-exporting country?

With the ceasefire in the eight-year-old Gulf war now in effect, there is much talk about a 'boom' in Kuwait, as Iran and Iraq prepare to reconstruct. In this article S.K. Nataraj reviews the shipping scene tracing developments in the last eight years and the prospects for the future.

developments in the transit countries, technical progress in carriers equipment, and opening of new ports and routes.

Freight forwarders in this region have been researching the economic routing of cargo in the fastest possible transit time.

One of the latest and most remarkable examples of a trade route that has sprung up, from an inescapable situation has proven economically viable, for an intermodal route using ships and aircraft.

The logistics of sea and air sectors are carefully planned taking into account geographical circumstances and technical capabilities of the carriers, to build up the fastest, most efficient possible freight flow from one place to another.

The container port of Dubai, is fast becoming an important junction for freight movement between the Far East and Europe and vice-versa, containing air and sea intermodal transportation which apparently cuts costs when compared to airfreighting all the way from the country of origin to the country of destination. It also tremendously reduces the transit period of long sea journey through the Suez Canal and the Mediterranean.

Unlike Dubai, Kuwait's present customs regulation does not permit airfreight consolidation.

Air cargo consolidation in Kuwait has been taken up with concerned authorities.

When approved it will enable forwarders in Kuwait to implement the intermodal transportation system similar to Dubai.

Airfreight importers will be able to cut down their freight costs drastically, and market their commodities at a lower cost.

Iraq after eight years of war with Iran has apparently experienced and experimented various transit points for flow of their import and export cargo via Kuwait, via Turkey,

via Jordan, via Dubai and via Saudi Arabia and accordingly underlined the merits and demerits of using these sea transit ports.

Although Kuwait is geographically closer to southern Iraq, the extent of transit cargoes moving via Kuwait is debatable due to various factors.

However, some shipping lines, and major section of Kuwaiti business houses are quite optimistic of Kuwait re-emerging as a re-export centre to Iraq, for they have lived through the period in the region and tended to be more cautious.

On the other hand, some shipping companies and business houses are quite sceptical about Kuwait re-emerging as a re-exporting centre to Iraq, for they have lived through the period in the region and tended to be more cautious.

Some European operators have recalled their senior officers in the Middle East to outline new schedules linking Basra and Bahrain and Dubai with Bandar Khomeini.

The Shatt Al Arab, it is pointed out has between 75-100 vessels trapped in varying states of damage and until these are removed, Basra will be inaccessible.

In addition, the waterway was always prone to silting. International dredging companies are awaiting the call to put forward proposals to clear the Shatt Al Arab and navigation channels leading to Umm Qasr port.

It has been learnt that the

government of Iraq has already opened the file on clearing the waterway. The scope of work was first outlined in 1982 when several international salvage companies received invitations to prepare proposals to clear the waterway, from the mouth of the Gulf up to Basra, and navigation channels around the tip of the Gulf upto Umm Qasr port.

The dredging is expected to be lengthy and the most optimistic estimate for clearing the Shatt Al Arab waterway is around four to five years.

The announcement of the ceasefire has prompted both hull and cargo war risk underwriters in the London market to substantially reduce rates for the Gulf zone. Hull war risk rates, which are not governed by any market agreement, began tumbling soon after the ceasefire announcement.

Reductions of 25 per cent were acknowledged by market leaders, although observers reported that more substantial cuts were likely to be conceded in the weeks ahead.

The cargo war risks underwriting market in London, meanwhile operates under the aegis of the Joint Cargo War Risks Rating Committee, which issues a minimum rate for cargo shipments on behalf of Lloyds and the Institute of London Underwriters.

Here a wide range of rate reductions has been implemented. In the early eighties the war risk rate was as low as 35 fils for KD 100 and reached as high as KD 1 for every KD 100 during

the peak of war and started tumbling down since the announcement of the ceasefire. The current rate now is about 65 fils for KD 100.

Joint ventures dominate Middle East shipping, especially since the early years of the war when uncertainty and falling volumes of cargo discouraged operators from offering the same levels of service.

Although several carriers pulled out of the Gulf, ports in the Gulf can still boast links with all parts of the world either on a weekly or fortnightly service.

The Joint Container Service consortium, more popularly known as JCS, for instance was originally formed by Ellerman, P and O, UASC, Nedlloyd, Hapag-Lloyd and CMB. But in April last year Sealand, Merzario and NCHP joined the consortium on an operational basis.

The nine lines currently operate eight vessels with a seven days frequency. Merzario contributed ro-ro ships and the six are container vessels.

Ports served in the Gulf are Mina Qaboos, Dubai, Abu Dhabi, Dammam, Jubail and Kuwait. The inclusion of Sealand, Merzario and NCHP helped to stabilise capacity and a wider rate agreement with Norasia and Maersk has contributed towards rate stability.

On the dry cargo side, UASC was formed in 1976 from six participating states — UAE, Bahrain, Saudi Arabia, Iraq, Qatar and Kuwait — to strengthen the economic ties among them, develop their resources and become independent of overseas control over the import of capital and commercial goods to the area.

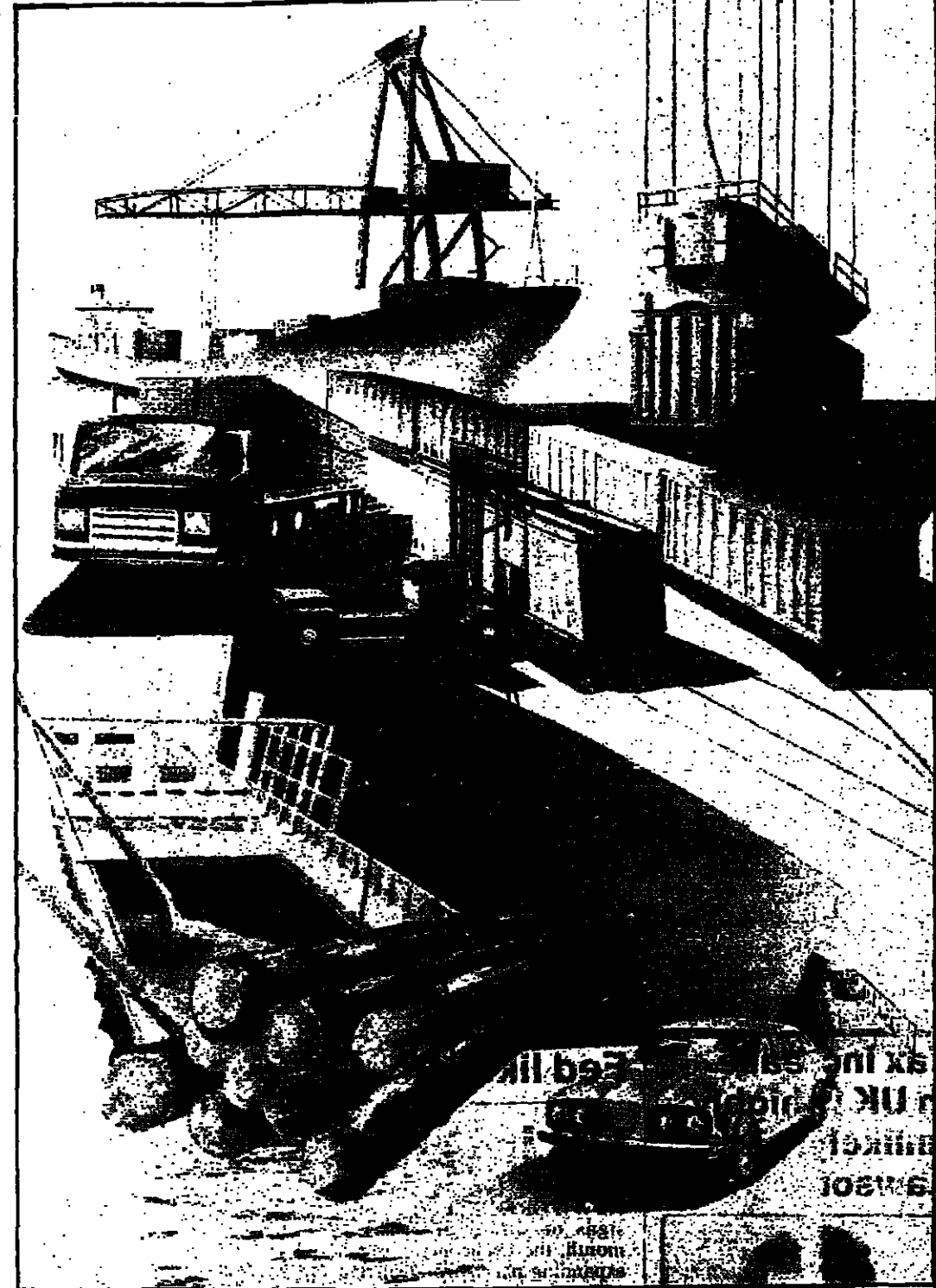
UASC offers an extensive route network by operating as members of several conferences, and controls a fleet of 3,323,800 DWT general cargo vessels and 15 container ships.

The conflict in the Gulf removed two major markets for UASC fleet despite Iraq being among the shareholders, and a spokesman commented that the service to Basra will be given added weight for this reason.

UASC does not limit its presence in the Gulf to liner shipping, but has set up a number of subsidiaries and joint ventures in other sectors.

Kuwait, a country totally dependent on imports, uses all aspects of freight namely air, sea and land.

The geographical location of



Opinions vary, but it is generally agreed that it is unlikely that Middle East shipping will be able to benefit from the ceasefire before the end of the year.

the country has given rise to new ideas about cargo handling.

There is a high degree of co-operation rarely seen in other ports of the world enabling the age-old philosophy of 'free trade' to progress with no hindrances from the bureaucracy, labour unions, disturbances or a rigid hierarchy of decision making.

The Ports and Public Authority have drawn up various plans and several projects within the Shuwaikh Port which are either complete or nearing completion such as the container terminal management building, bunkering and fresh water supplies building, dock seamen's building, port complex building, client building, flyover bridge connecting the port complex with

Jamal Al Nasser Street, reconstruction of shipway, construction of customs inspection building, etc.

This steady progress has geared itself nicely to open its arms to new business with peace in the Gulf night bring.

The exuberance of port planners several years ago, for whom money was no object but who were faced with the import of cargo covering any spare areas of the dockside, is very evident.

Computerisation came in early 1986 to Shuwaikh Port smoothing many of the foreseen difficulties in cargo handling and its paper work.

Thus the computer department has assumed the responsibility of compiling the yearly statistics of ports of Doha and Shuwaikh. Statistical information is considered an important tool which demonstrates clearly the advancement and development in any society.

Shuwaikh Port during the years 1982-1986 was as follows:

Year	Tons
1982	7,156,166 tons
1983	6,081,881 tons
1984	6,433,699 tons
1985	4,739,919 tons
1986	3,019,355 tons

Despite the negative trend indicated by the above figures, the Ports and Public Authority are pressing ahead with their plans in modernising the Kuwaiti ports to gear up any new business which peace in the Gulf might bring.

It remains to be seen whether the estimates of the trade and shipping boom predicted by various agencies will come true.



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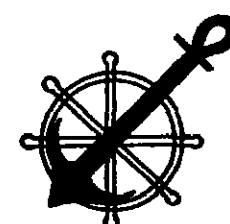


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New range of products from Hempel

HEMPEL's Marine Paints report several contracts for its recently introduced range of tin-free antifouling. The clients include some who have provided test bed vessels for the new system.

Hempel's tin free range cover both non-polishing and polishing (ablative) antifouling that are said to exploit new technology and a novel antifoulant.

Hempel's long established, non-polishing Classic is now being offered in a tin-free version. And a new ablative range is being offered in both tin-free and tin-containing versions.

The basis of the latest Hempel developments is an antifouling launched for the yacht market three years ago in response to restrictions on organotin on smaller hulls in various parts of the world.

The company says that successful experience with this range, based on a novel bioactive material, smoothed the introduction of tin-free antifouling for commercial ships.

Hempel's new ablative function similarly to copolymer type antifouling in that the applied film gradually diminishes through physical erosion during time in service.

As with copolymer types, this process promotes continuous exposure at a controlled rate of a fresh layer of active antifoulant.

In this sense, says Hempel, the new ablative can be regarded as 'self-polishing' rather than self-polishers.

هكذا من النجمل

BUSINESS & FINANCE

Action needed to protect global environment

Conable launches new offensive to combat poverty

WEST BERLIN, Sept. 27. (Reuters) World Bank president Barber Conable, seeking to refocus the bank's efforts to help the Third World, launched a new offensive today against "the moral outrage" of poverty.

"Poverty on today's scale prevents a billion people from having even minimally acceptable standards of living," Conable told the opening session of the annual IMF/World Bank meeting.

To allow every fifth human being on our planet to suffer such assistance is a moral outrage. It is more, it is bad economics, a terrible waste of precious development resources.

Crisis
Measures to tackle the crisis over the Third World's \$1,200 billion of debt dominated the talks in West Berlin ahead of today's formal opening.

Thousands of demonstrators have taken to the streets to protest against the bank and International Monetary Fund, claiming their policies perpetuate poverty and harm the environment.

Conable replied that the bank was dedicated to attacking poverty and outlined plans to tackle the problem on five fronts — by securing growth, combating hunger, curbing excessive population growth, investing in

education and protecting the interests of the poor during economic adjustment.

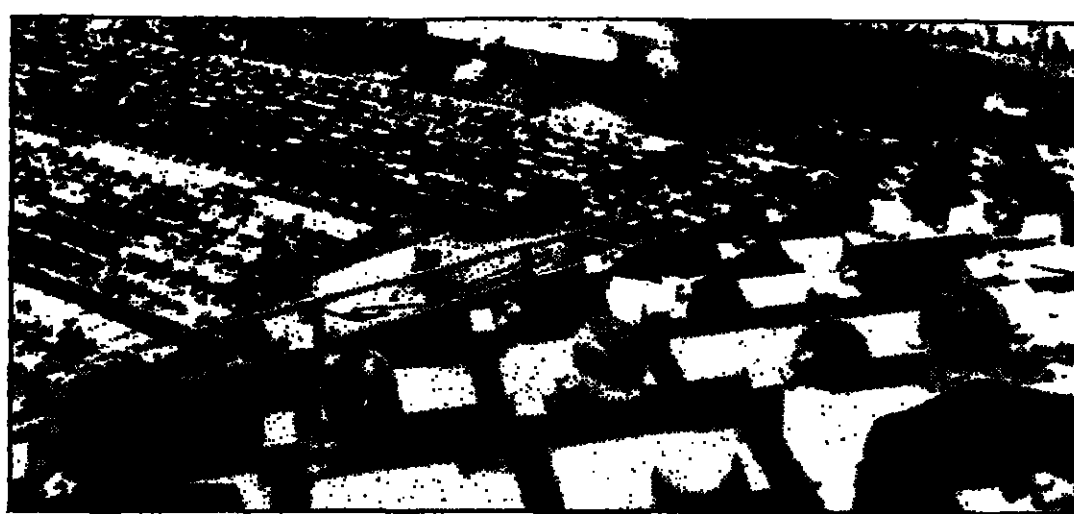
Major industrial nations sealed agreement last Saturday on a plan to help the world's poorest nations, but Conable said one person in four in sub-Saharan Africa went hungry.

In a blunt message on population, he added: "I realise that population policy touches upon sensitive cultural and religious values. But the societies in which population is growing so fast must accept that many — perhaps most — of these new lives will be miserable, malnourished and brief."

Conable also stressed the need to protect the environment, saying the poor were likely to be the first victims when loggers cleared tropical rain forests recklessly or when toxic waste was dumped in developing countries.

"We have a collective responsibility to break this vicious cycle of poverty and environmental degradation," he said. "I am determined that the bank take a leading role in this common effort."

Projects
The bank was preparing projects worth more than \$200 million in about 30 countries to combat the advance of deserts. Lending to improve the management of forests totalled \$193



Delegations from over 150 countries gathered in the International Congress Centre in West Berlin yesterday during opening of the IMF and World Bank annual meeting. (Reuters wirephoto)

million in the year to the end of June.

The World Bank president called for freer world trade to help sustain growth, but added developing nations must also persist with more rigorous economic adjustment policies than they have so far managed.

Echoing the approach taken by leading industrial nations, Conable said the debt of middle-income countries — such as Brazil, Mexico and Argentina —

had to be handled on a case by case basis, with policies designed to strengthen investment and promote the flow of fresh lending.

Meanwhile, West German Chancellor Helmut Kohl opened an annual meeting of the International Monetary Fund (IMF) and World Bank today pleading for action to protect the global environment.

The lending agencies, for their part, called for a war on Third

World poverty and debt. They defended themselves against charges, dramatised in street protests in West Berlin, that they have bankrupted poor nations and caused ecological harm.

"Protection of the earth's climate and atmosphere, of endangered species, of oceans and forests is matter that concern all of us," Kohl said in opening remarks as host to finance officials of more than 150 nations.

"I therefore appeal to everyone to take co-operation in this field very seriously," he said.

The environment issue is commanding unusual attention at the annual gathering of monetary leaders.

In latest protests against Third World poverty and environmental damage, stinkbombs were thrown at delegates arriving at West Berlin's Tegel airport.

The head of the International Monetary Fund urged industrial nations to seek continued economic expansion and keep inflation in check in order to help ease the burdens of indebted nations.

Michel Camdessus said at the annual meeting of the IMF and the World Bank that rich countries must be on guard against a fresh surge in prices.

Warning
"The central requirement is to avoid the return of inflationary psychology," he said in a prepared text.

"Once inflationary expectations become embedded, it is too late," said Camdessus, of France. "It is then costly and time-consuming to eradicate them."

He warned there are "a few scattered warning signals" including tightening labour markets in some countries and higher prices for some commodities.

Cepte to take Anglo Oil Refinery

QUITO, Sept. 27. (OPECNA) By 30 November 1989, Cepte, the Ecuadorian state oil company, will take over and operate the Anglo Oil Refinery, located on the Santa Elena Peninsula, Minister of Energy and Mines Diego Tamariz announced here.

According to the minister, the two plants were to be taken over at the expiry of contracts Cepte had with the two oil companies.

He said after the take-over, the government would make further investment, if necessary, to step up production.

World Business Summary

UAE official confident peace will stabilise oil market

ABU DHABI, United Arab Emirates, Sept. 27. (AP) A senior United Arab Emirates oil official said today lasting peace in the Gulf will ensure a steady flow of crude from the region and offset chaos on the oil market. Sheikh Khalifa Bin Zayed, head of the Abu Dhabi Supreme Petroleum Council, said: "True lasting peace will enable the Gulf region to maintain performing its humanitarian and oil role and continue supplying the world with this strategic, vital and important commodity." His remarks, carried by the official emirates news agency WAM, followed a meeting with Iraq's visiting oil minister, Issam Abdul Rahim Al Chalabi. The Iraqi oil minister arrived earlier in the day. He also has visited Kuwait and Qatar seeking to co-ordinate stands before a meeting of the Organisation of Petroleum Exporting Countries' oil ministers in Vienna in November. Chalabi was expected to also visit Saudi Arabia. OPEC is struggling to restore a benchmark price of \$18 per barrel of its oil, after a decline of four to \$6 in recent weeks. That has been attributed to a surplus in production. Iraq has openly rejected its OPEC-decreed quota of 1.5 million barrels a day and is pumping daily 2.7 million. The UAE also is demanding an increase of its quota of 948,000 barrels per day, demanding 1.5 million. WAM said the Iraqi minister briefed Sheikh Khalifa on developments of the UN-sponsored peace talks between Iraq and Iran, "clarifying the Iraqi stand and its (Baghdad's) intention to continue the peace march." "Stressing that peace between Iraq and Iran would secure stability in the region, Sheikh Khalifa expressed UAE readiness to exert its utmost efforts for the success of peace talks between Iraq and Iran," WAM said. The UAE has maintained neutrality in the 8-year war, often mediating for a ceasefire.

EEC and Hungary sign trade accord

BRUSSELS, Belgium, Sept. 27. (AP) The European Economic Community and Hungary signed yesterday the most extensive trade and economic co-operation accord ever reached between the EEC and East bloc nation. Under the accord, the EEC and Hungary grant each other most-favoured nation status in trade and establish diplomatic relations. The accord underscores a steady improvement in relations between the EEC and members of the Soviet-led Comecon bloc who for years saw the 12-nation EEC as an arm of the NATO alliance. The accord was signed at a ceremony on the occasion of an EEC foreign ministers meeting. Both sides hailed it as a historic step in East-West relations. It forces the EEC to gradually end by Dec 31, 1995 curbs on Hungarian imports. Those on "very sensitive" items, such as textiles, fertilizers, polymers, wood products, glass, leather goods, cement and colour television sets, that represent 20 per cent of all restrictions, are the last to go. In return, Hungary will improve market access for EEC firms by helping them open offices and recruit staff and end discrimination against EEC firms in awarding contracts and import licences. The EEC and Hungary are also to step up economic co-operation in industry, farming, energy, and science, among others. The accord was signed by EEC External Relations Commissioner Willy De Clercq. "The signing of this accord is not a goal in itself but the start of a new and closer relationship between the EEC and Hungary," De Clercq said. Hungary's Trade Minister Jozsef Marjai said the accord "fits well in the context of East-West relations" and that the EEC realised "the efforts we have undertaken in Hungary to radically readjust our economic structure to improve international competitiveness."

Tax increase in UK is highly unlikely, says Lawson



Nigel Lawson

WEST BERLIN, Sept. 27 — British Chancellor of the Exchequer Nigel Lawson said it is "highly unlikely" that Britain will raise taxes to control inflationary pressures and curb booming domestic demand.

He told a meeting of the International Monetary Fund's policy-making Interim Committee that fiscal policy "is particularly unsuited" to short-term demand management. "It takes too long to put changes in place; fine-tuning is impossible, and the only unambiguous consequence is disruption of the supply performance of the economy," he said.

Cuts
Lawson's remarks were prompted by an early draft version of the latest IMF World Economic Outlook report, which was interpreted in some press reports as suggesting that Britain might have to raise taxes after making big cuts in its income-tax rates to 25 per cent and 40 per cent earlier this year.

At a news conference yesterday before the Interim Committee meeting, Lawson took a swipe at the IMF economists who drafted the report.

The IMF views reflect a "rather old-fashioned neo-Keynesian" approach to fiscal policy, he said.

The final version of the report warned that demand in Britain could outstrip the growth of productive capacity, leading to rising inflation and a weaker balance of payments.

The report said Britain might eventually need "sharp policy adjustments" but it avoided a specific call to raise taxes.

Prime Minister Margaret Thatcher's Conservative government has been raising interest rates to try to pinch off a consumer boom which has stoked demand for imported goods.

Bank base lending rates are up from 7.5 per cent to 12 per cent since early June.

Imports
Lawson said Britain had reacted appropriately but tighter monetary policy would take some time to have an effect.

The consumer boom and flood of imports have fuelled British inflation, now at 5.7 per cent compared with government hopes that it would be at four per cent by year-end.

John Smith, spokesman on the economy for the opposition Labour Party, criticised Lawson's reliance on raising interest rates to narrow the trade gap and urged him instead to bring in credit controls and reserve higher-rate income tax cuts.

Fed likely to tighten credit further late this year

US interest rates expected to rise, says study

NEW YORK, Sept. 27: Despite signs of slower growth last month, the US economy is still expanding at a vigorous clip that will lead to higher interest rates over the next few months, according to a survey of economists by The Wall Street Journal.

All but three of the 16 analysts expect interest rates to be higher by year end. But many expect only small increases, followed next year by slower economic growth, moderate inflation and lower interest rates.

"The economy just is too strong right now. We're definitely going to have higher rates," contended Donald J. Fiac, chief market analyst at Chase Manhattan Bank. "It's only a matter of time before we see some inflationary impact" from stronger growth.

Slowdown

Edward S. Hyman, vice-chairman of C.J. Lawrence, Morgan Grenfell Inc., agrees that the economy's apparent slowdown last month will prove short-lived. "It was just due to the drought," he said. Employment data for September, to be released on Oct 7, "will be stronger, so I think inflation fears will come back, and interest rates will go back up again."

Federal Reserve officials are likely to tighten credit further late this year, after election day, to combat inflation pressures, most of the economists predicted.

Many fear that inflation will rise if the economy grows at more than a 2-1/2 per cent annual pace, and nearly everyone expects faster growth than that in the fourth quarter.

Among the major conclusions in the survey:

● The economy this quarter expanded at a 3.4 per cent rate, after adjusting for inflation, according to the average estimate of the 16 analysts surveyed. That would compare with a 3 per cent rate in the second quarter and a 3.4 per cent pace in the first three months.

● In the fourth quarter, business will expand at slightly less than a 3 per cent clip. But estimates vary enormously. For example, David Levine of Sanford C. Bernstein predicts a booming 5.7 per cent growth

THE ECONOMY IN NUMBERS

Statistics Released in the Week Ended Sept. 23

	TOTAL	CHANGE (from prior period)	TOTAL	CHANGE (from prior period)
Money supply				
M1 Week ended Sept. 12 (in billions)	\$782.1	-\$2.0		
M2 Week ended Sept. 12 (in billions)	\$3,037.3	+\$2.4		
M3 Week ended Sept. 12 (in billions)	\$3,852.4	+\$3.9		
Housing starts				
August, annual rate	1,436,000	-3.3%		
Durable goods orders				
August (in billions)	\$2,254	+6.0%		
Building permits				
August, annual rate	2,447,000	+3.9%		
Real GNP				
2nd quarter, revised annual rate (in trillions)	\$3,865.2	+3.0%		
Real corporate profits				
2nd quarter, revised annual rate (in billions)	\$182.7	+8.9%		
Consumer price index				
August	133.0%	+0.4%		
Personal income				
August, annual rate (in trillions)	\$4,079	+0.2%		
Personal consumption				
August, annual rate (in trillions)	\$3,287	+0.6%		
Saving rate				
August, change in percentage points	2.9%	-0.3		
New jobs open, 1989				
Week ended Sept. 10	284,000	-0.5%		
Auto sales				
Mid-Sept. total vs. year ago	170,948	+6.7%		
Shillingster Positive Household Liquidity				
Percentage	57.8	-0.3%		

Statistics to Be Released This Week

	Leading indicators	Shillingster Positive Household Liquidity
August	Index (Frl.)	Percentage (Frl.)
September	Money supply (Thurs.)	

rate, but Irwin Kellner of Manufacturers Hanover Trust Co. is expecting only a 1.4 per cent rate. "The economy still is expanding briskly even though the summer drought and intense heat cut significantly into growth. Because of these factors, many analysts have cut their growth forecasts significantly for both the third and fourth quarters."

● Consumer spending remains strong, along with business spending on new equipment. Consumer confidence is running at a high level.

Exports have grown rapidly as the dollar has made US products more competitive in world markets.

Forecast

The most bearish interest-rate forecast, as usual, came from Levine of Sanford C. Bernstein. "I don't think the Fed has tightened nearly enough to rein in the economy," he said. He predicted that the yield on 30-year Treasury bonds, now just over 9 per cent, will soar to about 11-1/2 per cent by mid-1989.

Those expecting lower rates by year end are Alan Reynolds of

Polyconomics Inc., Lawrence Kudlow of Bear, Stearns & Co., and Kellner of Manufacturers Hanover. Kellner predicted that the prime, or base, rate, now 10 per cent, will drop to 9-1/2 per cent by year end and 8 1/4 per cent by the middle of next year.

"The world's central banks have been enormously effective in damping inflation," said Reynolds of Polyconomics in Morristown, New Jersey. He cited falling commodity prices, especially gold, one of the most closely watched indicators of inflation pressures. "Anything over 9 per cent (on long-term Treasury bonds) is a bargain," he said.

Merrill Lynch officials say rates may rise slightly further but then will drop sharply over the next year or so. They have been urging investors to take advantage of any weakness in bond prices to increase their holdings.

They also recommend interest-rate-sensitive stocks. "The time to buy is now," according to a recent Merrill Lynch advertisement.

One reason to accept Merrill Lynch's advice is that it runs directly contrary to the majority

view, which rarely is right in forecasting interest rates. Early this year, for example, many analysts contended that the economy was weak and that interest rates would drop.

Rates did fall for a while but then began to surge in February. Since then, some short-term rates have surged about 1-1/2 percentage points, while long-term Treasury bond yields have increased nearly 3/4 of a percentage point.

N. Yemen announces new oil discoveries

SANA'A, NORTH YEMEN, Sept. 27. (AP) President Ali Abdullah Saleh, in a national day speech today, announced fresh oil discoveries in North Yemen and said reserves of natural gas were now estimated at 5.5 trillion cubic metres (17 trillion cubic feet).

Saleh did not give details of the potential of the find, nor did he mention its location.

But he declared that before the end of the year, the first offshore oil well will be spudded in Red Sea deep waters between the areas known as Al-Mokha and Al-Khokha.

He underlined that oil exploration was continuing in the regions of Mareb and Jawf on the eastern side of North Yemen, and in the central part.

The Red Sea country, which borders Saudi Arabia, the leading member of the 13-nation Organisation of Petroleum

Exporting Countries, made its first commercial oil find only four years ago.

It has no fixed output, but has downstream facilities through a pipeline with a capacity of 150,000 to 400,000 barrels per day. Its crude oil reserves are estimated at one billion barrels.

In addition to the pipeline, a floating storage depot of three million barrels was installed.

The first oil discovery was in Safer in the Mareb basin and reported in 1984. In December 1985, it was declared commercial with output estimated at 10,000 barrels per day and reserves initially put at 500 million barrels. Two years later, the reserves doubled.

In April 1986 the first refinery was inaugurated with a capacity of 10,000 barrels per day, covering 30 per cent of domestic demand.

In December 1987, North

Yemen first oil export shipment was made from a port established on the Red Sea and named Ras Isa, 430 kilometres (267 miles) from the oil field.

Three foreign companies, Hunt Oil of the United States, Total of France and Exxon of the United States, have been awarded concessions.

Hunt Yemen Oil Co., the subsidiary created to oversee the exploration and production in the country, operates in the eastern parts. It also won the offshore oil concession.

Total has a concession in the central parts, and Exxon in inland areas in coastal regions.

R.K. Olsen, vice-president of Yemen Hunt Oil Co. and M. Nicholas, director-general of the company said in an interview last week they estimated their company would be operating in North Yemen for another two decades at least.

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We'll show you how we can make your future.
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At the State Bank Futureplan Seminar.

Date: 28th September 1988.

Venue: Hotel Plaza. Time: 8.00 p.m.

H.E. Mr. N.N. Jha, Indian Ambassador, will preside

Mr. K. Govindan, GM, SBI, will speak on NRI bonds.



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LONDON
(Alpha Stocks)

NAME	LAST
ABBEY LIFE	316.0
ADT LTD	135/6
ALD LYONS	447.0
AMSTRAD	213/0
ARCYLL GP	171/0
ASDA GP	140.0
BAA	257.0
BAT	293/0
BAT IND	436.0
BARCLAYS	402/0
BASS	772.0
BEAZER	176.0
BEECHAM	462.0
BERISFORD	382/0
BIC PLC	369/0
BLUE ARROW	87/0
BLUE CIRCUIT	438.0
BOC GP	20.57
BOOTS CO	211.0
BPB INDS	245.0
BR COMM	220.0
BR ATWAY	162.0
BR AEROSP	481.0
BR GAS RG	169/0
BR GAS RT	169/0
BR LAND	326/0
B.P.	247.0
B.P.PP	147/0
BR TELCOM	422.0
BURMAN OL	527/0
BURTON	189/0
CABLESTR	387.0
CADBURYS	372/0
COATS VTY	171.0
COMN UN	340/0
CONS GOLD	280.0
COOKSON	257.0
COURTAUD	283/0
DALGETY	308.0
DEE CP	171.0
DIXONS	152.0
ENG CHINA	452.0
ENTER OIL	652.0
FRI BARCK	122/0
FERRANTI	90.0
GEN ACCID	881.0
GEN ELEC	154.0
GLAXO	045/0
GRANADA	304.0
GLOBE	139.0
GLYNED	288.0
GRAND NET	495/0
GUARD RYL	189/0
GUN	320/0
GUINNESS	317/0
HARRISON A	622/0
HARRISON C	144.5
HARRISON D	635/0
HARRISON E	520/0
HILLSDON	263/0
ICI	015.0
IMI	198/0

LONDON
(Beta Stocks)

NAME	CLOSE	OPEN
2ND ALLCE	731/0	732/0
600 GROUP	109/0	109/0
A. AMER ST	355/0	355/0
A.B. ELEC	419/0	416/0
A.S.V. HLD	187/0	188/0
A.H. KENT	73/0	72/0
A.H. HLD	252/0	252/0
AURORON	122/0	122/0
ADDISON	35/0	35/0
ADMET	312/0	312/0
ALEX MROV	154/0	155/0
ALEXON	346/0	346/0
ALLD COLL	121/4	122/0
ALLD IR B	240/0	239/0
ALLD LON	117/0	116/0
ALLD PLNT	57/0	58/0
ALLD PLY	823/0	824/0
ALLIANCE	48/4	48/0
AMER DAY	363/0	366/0
AMER TST	129/0	129/0
AMERSON	373/0	372/0
AMT WLTCH	245/0	245/0
ANGLO O/S	176/0	177/0
ANGLO O/S	212/0	212/0
ANGLO O/S	84/0	86/0
ANGLO O/S	459/0	458/0
APV PLC	121/0	121/0
AQUA.A.	79/0	78/0
ARAB ENGY	64/4	65/0
ARCHER AJ	133/0	133/0
ARLINGTON	149/0	150/0
ARMSTRONG	129/0	130/0
ASHLEY IT	80/0	80/0
ASHLEY LA	106/0	106/0
B. J. MULL	181/0	181/0
BAILL JAP	459/0	460/0
BAILL SHI	80/0	81/0
BALFOUR	225/0	225/0
BANK IRE	236/0	237/0
BANKER IT	72/0	73/0
BARKER DO	137/0	138/0
BARKER DVS	179/0	180/0
BARTEY C.	28/0	29/0
BSA GROUP	164/0	165/0
BEAR B.U.T	4/4	4/0
BEAR BRND	10/0	10/0
BEATTIE J	150/0	150/0
BEIJAN GP	157/0	157/0
BEHAVEN	53/4	55/0
BELWAY	230/0	230/0
BERNCO	210/0	210/0
BERNCO HD	49/0	49/0
BERKELEY	283/0	284/0
BHAM MINT	418/0	418/0
BHR GROUP	102/0	102/0
BK OF SCO	352/0	353/0
BLCK LE 2	14/0	14/0
BONNETT + F	35/0	35/0
BOOSE MAS	233/0	233/0
BODDINGTON	145/0	146/0
BODY SHOP	585/0	585/0
BOOT ENR	382/0	383/0

World Indices

INDEX	LATEST	1/PREV-DAYS/2	PREV-OR	PREV-YR
FT 300 ORD	1459.1	1446.5	1446.8	1373.3
FT 500 SHR	0	1010.6	1008.2	957.6
FT ALL SHR	0	927.61	927.60	870.22
FT GOV SEC	87.76	87.30	87.16	88.49
FT GOLD IN	168.2	164.0	164.6	202.2
FT MINES F	0	580.55	578.84	450.65
FT OIL	0	1756.7	1753.5	1636.3
FT WLD DLR	123.43	124.06	123.82	115.04
FT WLD STG	109.78	110.04	110.09	99.79
FT WLD LOC	114.23	114.54	114.52	99.08

London Stock Market Report

U.K. SHARES BELOW HIGHS IN LATE AFTERNOON
LONDON, SEPT 27, REUTER - SHARES WERE BELOW THE HIGHS REACHED AFTER THIS MORNING'S NEWS OF A LOWER THAN EXPECTED 1.31 BILLION STG U.K. AUGUST CURRENT ACCOUNT DEFICIT, DEALERS SAID. AVERAGE FORECASTS HAD SHOWN A DEFICIT OF UP TO 1.5 BILLION FOLLOWING JULY'S RECORD 2.15 BILLION STG GAP.

THE FTSE 100 SHARE INDEX WAS UP 16.6 POINTS TO 1,459.3 AT 1442 GMT, BACK FROM THE HIGH OF 1,413.2 REACHED AT 1347 GMT. DEALERS SAID PROFIT-TAKING AT THE PEAKS AND A MIXED TO LOWER WALL STREET OPENING STEMMED THE DAY'S GAINS.

FTSE 100 WAS NOT BEEN ABOVE 1,800 FOR AROUND A MONTH, HAVING FALLEN SHARPLY AFTER THE JULY U.K. BALANCE OF PAYMENTS FIGURES.

THE FTSE 100 HAD DIPPED TO A LOW ON THE DAY THIS MORNING OF 1,779.2 AS THE MARKET BECAME NERVOUS AHEAD OF THE BALANCE OF PAYMENTS NEWS. TRADING FIGURES FROM FASHION RETAILER NEXT, DOWN 14P TO 186, SHOWING BARRELY CHANGED FIRST-HALF PRE-TAX PROFIT OF 30.9 MLN STG ADDED TO THE EARLY GLOOM, DEALERS SAID.

ANALYSTS SAID ALTHOUGH THE MARKETING IN AUGUST'S CURRENT ACCOUNT DEFICIT IS ENCOURAGING, THE UNDERLYING TREND IN IMPORT VOLUMES REMAINS STRONG, SHOWING A 15 PCT YEAR-ON-YEAR GROWTH.

"BY ANY STANDARDS, APART FROM THE RECORD JULY GAP, THESE ARE STILL APPALLING FIGURES," ONE DEALER SAID. HE THOUGHT TODAY'S RISE WAS OVERDONE AND MIGHT ATTRACT FURTHER PROFIT-TAKING LATER.

London Gold

LONDON, SEPT 27, REUTER - GOLD BULLION LOST ITS EARLY GAINS ON NEWS THAT U.S. TREASURY SECRETARY NICHOLAS BRADY SAID THE PROSPECTS FOR THE DOLLAR WERE STABLE AND LOW-INFLATIONARY GROWTH WOULD BE SUSTAINED, DEALERS SAID.

GOLD ENDED AT THE DAY'S LOWS OF 394.25/394.75 DLRS AN OUNCE AND JUST BELOW MONDAY'S CLOSE OF 394.75/395.25 DLRS.

GOLD HAD RALLIED TO 398/398.50 DLRS IN TECHNICAL REACTION TO MONDAY'S DRAMATIC SELL-OFF TO NEAR TWO YEAR LOWS, BUT FOUND RESISTANCE AT THIS LEVEL IN MUCH QUIETER TRADING CONDITIONS, THEY ADDED.

London Money Market

LONDON, SEPT 27, REUTER - MONEY RATES STOOD AS MUCH AS 1/4 POINT LOWER AT THE LOWER END OF THE INTERBANK MARKET AFTER BETTER THAN EXPECTED U.K. TRADE FIGURES FOR AUGUST LED DEALERS TO THE CONCLUSION THAT 12 PCT BASE RATES ARE HERE TO STAY.

BUT TRADERS REMAIN CAUTIOUS AND NOTED THAT U.K. CHANCELLOR OF THE EXCHEQUER NIGEL LAUSON WARNED NOT TO PUT TOO MUCH WEIGHT ON ONE MONTH'S FIGURES. HE SAID THE U.K.'S SHARP TIGHTENING IN MONETARY POLICY WILL TAKE SOME TIME TO BE FULLY EFFECTIVE.

THE BENCHMARK THREE MONTH INTERBANK RATE, USED AS A GUIDE FOR BASE RATES, WAS A NET 1/8 POINT LOWER AT 12 11/16 PCT AFTER A HIGH ON THE DAY OF 12 3/16 1/16 PCT.

Foreign Exchange

DLR	STG	DMK	FFR	OPEN
DLR	1.6745/55	1.8815/20	6.4025/55	NOON
STG	1.6725/35	3.1445/58	10.7140/720	NOON
DMK	1.8773/853	10.718/736	339.9/340.6	FIX
FFR	6.396/408	2.6642/6674	84.56/66	1300
SFR	1.5917/5927	3.5530	112.73	FIX
HFL	2.1200	0.656993	2.07436	CLSE
ECU	1.10243	0.774178	2.42934	CLSE
YEN	134.50/60	224.88/225.19	26/09/1988	NOON
SDR RATES				

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Morgan Stanley Capital International Indices

INDEX	LATEST	1/PREV-DAYS/2	PREV-OR	PREV-YR
AUSTRIA	306.7	308.6	307.0	259.3
AUSTRIA	228.2	227.0	227.1	215.4
BELGIUM	406.7	410.1	421.2	260.2
CANADA	353.6	353.5	352.3	350.7
DENMARK	458.4	455.8	454.6	336.6
FRANCE	398.6	388.5	389.8	370.5
GERMANY	195.6	194.9	194.9	156.6
HONG KONG	1817.1	1817.1	1817.0	1945.9
FINLAND	113.8	114.1	114.6	108.1
ITALY	427.2	426.6	421.7	377.4
JAPAN	1247.2	1256.2	1256.2	1022.3
NETHERLANDS	256.7	256.0	257.8	215.9
NEW ZEAL	94.0	94.7	94.6	98.9
NORWAY	474.9	476.0	475.5	392.4
SPAIN	579.9	586.8	594.2	473.1
SWEDEN	243.5	244.2	245.5	209.5
SWITZ	961.2	966.9	963.3	856.8
U.K.	162.8	161.9	161.2	140.7
U.S.A.	539.5	539.2	538.5	515.7
U.S.A.	248.9	248.9	248.2	229.4
U.S.A.	436.5	438.6	438.4	408.0
E.A.F.E.	809.2	813.8	814.3	757.5

NEW YORK

NAME	OPEN	MID-DAY
A. BSCN COM	32/2	32/0
ATLANTIC R	77/4	78/1
AAR CORP	25/4	25/2
ABBOTT LAB	48/5	48/3
ACME CLVD	0	9/0
ADVE MICRO	11/2	11/1
AEROPAC LAB	7/0	7/0
AETNA LIFE	51/1	51/2
AMERSON	15/7	16/0
AIR PR-CRM	40/3	40/7
ALASKA AIR	20/5	20/5
ALBERTSONS	38/2	38/1
ALMA 8-16	0	82/0
ALCAN ALUM	29/1	29/0
ALCO STAND	25/0	24/7
AM CYNAMID	47/2	47/0
AM ELET PA	27/4	27/4
AM NON PRO	78/7	78/6
AM NON PRO	79/5	79/7
AM STNARD	0	77/6
AM STORES	55/4	55/4
AM TEL-TEL	26/1	26/1
AMOCO CORP	74/0	74/0
AMP INC	41/7	42/0
AMPCO PITT	13/0	13/0
AMR CORP	46/1	46/0
AMR GEN CO	33/3	33/6
AMERADA RE	26/7	27/0
ANHEIM ELE	11/0	11/0
APACHE CP	0	6/4
APACHE PET	0	2/4
ARMSTRONG	34/5	34/3
ASHLAND OIL	33/0	33/0
ASIA PACIF	6/1	6/2
ATLS CORP	36/7	37/0
AVERT INT	21/6	22/0
AVNET INC	20/4	20/5
AVON PRODS	24/4	24/5
BCE INC	29/7	30/0
BELLSOUTH	40/0	40/0
BELD CP A	21/6	21/5
BETH STEEL	21/0	21/2
BEVERLY	2/5	3/7
BK BOSTON	26/4	26/4
BK BSN-A	0	44/0
BK N-YORK	35/3	35/3
BK N-Y	39/6	39/6
BKAMERICA	16/2	16/2
BKAM SPEC	0	6/7
BOEING CO	62/0	62/0
BOISE CASG	42/7	42/6
BND IN GLD	0	9/3
BORDEN	53/7	54/0
BOUATER	29/7	29/6
BR TELECOM	40/2	39/3
BRIGGS-STYR	29/4	29/4
CRIST-YRER	43/6	43/5
BRUNSWICK	20/1	20/0
BRUNSWICK	16/1	16/1
C 3 INC	10/6	10/6
CABOT CORP	39/4	39/4
CAESARS W	24/6	24/6
CAL FREIGHT	26/0	26/0
CAS NAT GS	14/1	14/1
CASAT-DOCKE	26/5	26/5
CATERPI TR	56/0	55/6
CBT IND	0	26/7
CBS	168/7	168/3
CENTEL CP	43/6	43/5
CHAMP INTL	33/2	33/1
CHAMP SPA	12/5	12/5
CHARTER CO	4/0	3/7
CHASE MAN	30/1	30/3
CHENED CP	0	33/2
CHEMICAL BNC	31/7	31/6
CHEVRON	43/4	43/6
CHRYSLER	23/7	23/6
CHUBB CORP	58/0	57/7
CHUR FR CR	5/5	6/4
CIGNA CORP	54/2	54/4
CIN MILACR	21/2	21/0
CIR CIT ST	40/3	40/4
CIRCLE K	13/6	13/6
CITICORP	26/2	26/2
CLARK EQUI	28/2	28/3
CLOCK	31/4	31/2
COMBIL RES	0	1/5
COMBIL SW	29/5	29/6
CAN PAC	17/6	17/3
COACHMEN	11/4	11/6
COASTAL	33/4	33/3
COCA-COLA	43/0	43/1
COLECO	1/5	1/5
COLEMAN CO	38/4	38/3
COLG-PALM	43/6	43/7
COLUM GAS	33/7	33/7
COLUMBUS-C	0	114/2
CON EDISON	30/3	30/3
CONAGRA	31/0	30/7
CON EDISON	44/0	43/7
CONTINENTAL	38/6	38/6
CONTEL ILL	402	402
CONTEL CP	36/4	36/5
CONTR DATA	21/0	21/2
COOPER T-R	26/0	26/1
COOPER CO	8/4	8/5
CORNING GL	59/2	59/2
CRANE	30/6	30/6
GRAY RES	71/5	71/6
CULLINET	6/0	5/7
DANIEL IND	9/0	9/0
DATA GEN	18/5	19/0
DATAPPOINT	5/0	4/7
DAYTON HND	40/2	40/1
DEC	94/6	94/4
DEERE CO	44/1	44/1
DELTA AIR	0	48/2
DIAMOND SH	13/0	13/0
DIEBOLD	37/1	37/0
DISNEY W	63/0	63/0
DOVER CORP	31/3	31/3
DOM CHENIC	86/1	86/1
DOM JONES	32/4	32/5
DRESSER IN	28/2	28/2
DREYFUS	26/7	26/6
DUKE POWER	44/4	44/4
DUN BRAD	50/3	50/4
DUPONT	80/3	80/3
DUPONT	15/4	15/3
DYNAMICS	0	23/7
E SYSTEMS	30/3	30/2
EAGLE PICH	27/7	27/6
EASTERN G	23/6	23/6
EMERSON EL	29/3	29/2
EMERSON RA	3/4	3/3
ETHYL CP	21/2	21/1
EXON	44/7	44/7
FAM DOL ST	15/0	15/1
FED NAT MO	48/4	49/0
FIELDCREST	23/0	23/1
FIN COR-AM	0	13
FLEETWOOD	23/2	23/2
FMC CORP	33/7	34/0
F		

UK trade deficit shrinks 31pc

Sterling outperforms dollar, shares below highs

LONDON, Sept. 27, (AP): The British pound pushed the US dollar to the sidelines in European foreign exchange markets today on news that Britain's merchandise trade deficit shrank 31 per cent in August.

Gold prices crept higher in thin trading. Chancellor of the Exchequer Nigel Lawson announced today that Britain's merchandise trade deficit for August stood at £1.813 billion (\$3.06 billion), the country's second-worst monthly shortfall but down from July's record £2.651 billion (\$4.5 billion).

The news pushed the pound higher while the dollar, capped on Monday by central bank intervention in most major industrialised countries as it neared 1.89 West German marks, slipped lower in tight trading.

Cautious
The market showed a certain caution after yesterday's (Monday) central bank intervention, said a dealer for one US bank in Frankfurt, West Germany.

Dealers predicted generally bullish sentiment will keep the dollar near 1.89 marks in the near future.

In Tokyo, where trading ends as Europe's business day begins, the dollar closed at 134.65 yen.

In London, the dollar lost

more than one cent against the British pound. It cost \$1.6785 to buy one pound, more costly than \$1.6668 late Monday.

Other late dollar rates in Europe, compared with late Monday:
— 1,8790 West German marks, down from 1.8835
— 1.5910 Swiss francs, down from 1.5935
— 6.3945 French francs, down from 6.5000
— 2.1185 Dutch guilders, down from 2.1230
— 1.4025 Italian lire, down from 1.4035
— 1.2185 Canadian dollars, down from 1.2211

Low oil prices today kept gold bullion well below the \$400 an ounce barrier it plunged through last week. Swiss dealers in Zurich said the metal's outlook for the near future remains uncertain.

Silver bullion prices fell on the London market where the metal was trading at a late bid price of \$6.15 a troy ounce, compared with Monday's \$6.16.

In London shares were below the highs reached after this morning's news of a lower than expected £1.31 billion U.K. August current account deficit, dealers said.

Average forecasts had seen a deficit of up to 1.5 billion following July's record £2.15 billion gap.

The FTSE 100 share index was up 16.6 points to 1,809.3 at 1442

GMT, back from the high of 1,813.2 reached at 1347 GMT. Dealers said profit-taking at the peaks and a mixed to lower Wall Street opening stemmed the day's gains.

FTSE 100 has not been above 1,800 for around a month, having fallen sharply after the July UK balance of payments figures.

Dipped
The FTSE 100 had dipped to a low on the day this morning of 1,779.2 as the market became nervous ahead of the balance of payments news. Trading figures from fashion retailer next, down 14p to 186, showing barely changed first-half pre-tax profit of £30.9 million added to the early gloom, dealers said.

Analysts said although the narrowing in August's current account deficit is encouraging, the underlying trend in import volumes remains strong, showing a 15 per cent year-on-year growth.

Eased
"By any standards, apart from the record July gap, these are still appalling figures," one dealer said. He thought today's rise was overdue and might attract further profit-taking later.

UK money market rates eased following the current account news, leading money dealers to suggest that base lending rates can remain at their current 12 per

cent level for a while.

"Most people are relieved that base rates aren't going up for the moment, but there is also the point that the authorities won't let them fall for a while too," one analyst said.

"It looks like we're stuck with relatively high interest rates for quite some time," he added, noting this would exert a drag on share prices. UK Chancellor of the Exchequer Nigel Lawson said in West Berlin today Britain had already tightened its monetary policy and this would take time to take effect.

Dealers said some shortages of stock helped squeeze prices to their highs during the session.

Higher
Property and leisure stocks stood out among the gainers today. These shares have been sapped in the past by speculation that higher interest rates will influence individual decisions on property and what to do with disposable income.

Brewer Bass was 19p higher at 775. Dealers said there was talk that one or two brokers were recommending the shares. Among the properties MEPC was 11p up at 539 and Land Securities up 5p to 557. Leisure group Ladbroke rose 5p to 441. Stores were held back by the next results with Storehouse down 2p to 184.

International stocks generally

lagged behind the market, suffering from sterling gains in reaction to the encouraging trade news, dealers said. ICI was 6p higher at 1,013, although Glaxo fell 1p to 1,047.

British Aerospace stood 8p higher at 482 after 487, still supported by yesterday's news of its significant share in a large Malaysian government defence order.

Shares in motor components manufacturer Lucas were strong, rising 11p to 576. Dealers said there were persistent rumours that a European or North American predator could be examining the company with the view to a bid.

Reckitt and Colman continued its recent advance to rise 11p to 888. Dealers said the stock is particularly illiquid and small demand tends to exaggerate movements. However, they noted Reckitt has for some time been seen as an attractive bid target.

Lorho said third in the active list with a turnover of 8.6 million shares by the close. The shares were down 8p to 336, giving ground after the recent speculative surge.

By the 1600 GMT close the FTSE 100 share index was up 15.3 points to 1,808. Share volume at the same time was 461 million. Last week's average of total daily share volume was 314 million.

Gold likely to test \$380 an ounce soon

ZURICH, Sept. 27, (Reuters): Gold prices, jolted by fading concern about inflation, heavy speculative selling, oversupply and the psychological impact on dipping below \$400 an ounce, will soon test support around \$380, analysts say.

"Expected support at \$400 an ounce failed and the next support is at around \$380, which is where we are headed in the next few days," said metals analyst Graham Birch at stockbroker Kleinwort Greaveson in London.

Prices fell below \$380 on Monday but the metal was quoted some \$10 an ounce higher by midday today.

Rally
Mitsubishi Kawakami, a precious metal dealer at Mitsubishi Corp in Tokyo, expected a slight rally to as high as \$410 an ounce this week on short-covering — a situation where a commodity, currency or security has been sold and must be covered by a corresponding purchase.

"However, it (gold) is most likely to breach \$400 soon after the rebound because large selling is expected if gold approaches that price level," he added. Underlying sentiment was insufficient to keep the price above \$400, he said.

Fundamentals suggest staying on the short side, some metal dealers said. Easier energy and grain prices, both of which once

fanned inflationary concerns, now keep giving sell signals.

"The current price level appears very attractive but nobody seems to be interested because everyone believes prices will approach an even lower level," said Katsushige Yamazaki, an analyst at Ace Koeki Co. Ltd a commodity brokerage firm.

Still, some customers are taking advantage of the price collapse, which has brought gold to its lowest levels since December, 1986, noted Hans-Juerg Pletscher, a metals analyst at Union Bank of Switzerland.

"Physical demand is still there from the traditional customers in the Middle and Far East and from the European jewelry industry," Pletscher said.

Prices under \$400 spell trouble for some mines whose average recovery costs are close to or above current market levels. But analysts did not expect current production to be curtailed if prices hold near present levels.

Slide
In South Africa, the world's biggest gold producer, analysts estimate nearly half the major gold mines are unprofitable in dollar terms at international market prices around \$390.

Mining analyst Rene Hochreiter of stockbrokers Anderson, Wilson and Partners Inc said 17 of the 40 main gold

mines have working cost of over \$390 excluding capital expenditure.

A slide in the value of the South African rand, however, helped to cushion the impact of the bullion price fall for producers. South African gold sales are transacted in dollars so any decline in the rand boosts revenue in local currency terms.

"If the rand keeps dropping our working costs will come down, but either the gold price must go up or the rand must go down," Hochreiter told Reuters.

Economists estimate that a fall of \$10 in the average annual gold price is equivalent to a plunge of \$200 million in foreign exchange earnings. Until the latest drop, the average price this year was around \$447 an ounce.

Hans-Peter Hausherr, metals analyst at Swiss Bank Corp in Zurich, said other mines will fare better than South Africa.

"The average costs in the US, Canada and Australia are significantly lower than in South Africa... so I do not think current production will be suspended with prices at these levels," he said. But weak prices could curtail additional exploration and production, he added.

"Some of the mines in Australia and the US who expanded their exploration sharply can live with these prices," said UBS's Pletscher.

Saudi Arabia extends bond offer to private investors

BAHRAIN, Sept. 27, (Reuters): Saudi Arabia is to allow private investors to buy its new government bonds in a bid to revive flagging interest in them and help fill its depleted coffers, bankers said.

They said the Saudi Arabian Monetary Agency (SAMA) had issued new guidelines for the regular 1.5 billion riyal (\$400 million) offerings and kingdom banks were thrashing out details of how to repackage the notes for a secondary market.

SAMA has already introduced a repurchase programme for the development bonds, launched last June to help finance a persistent budget deficit, but bankers said the offerings were substantially undersubscribed.

Competition

Enthusiasm for the one to five-year bonds — the first major government borrowing in Saudi Arabia in 25 years — has been dampened by competition from higher-yielding interbank deposits and the absence of a secondary market.

"It was widely felt that the list of end-investors was too narrow," one kingdom banker said. "The range has now

widened considerably. It will greatly stimulate demand."

Bankers declined to give details of SAMA's fresh criteria for trading the bonds, which are tailored along Islamic lines.

But they said the country's 11 commercial banks would be allowed to sell the paper to Saudi corporations and citizens in amounts of at least one million riyals (\$266,000).

Buyers, who will receive contract notes, may not resell the bonds to non-Saudis.

Ban

Previously Saudi investors could invest only indirectly in the bonds through bond-based mutual funds being offered by the banks. Banks won approval in July to resell the paper to selected government and quasi-government bodies.

The bonds were initially placed with two government agencies, the General Organisation for Social Insurance and the Pension Fund, before being offered to banks in June.

"SAMA's step will have two impacts," one Saudi banker said. "Kingdom banks will subscribe to more of the bonds and investors with money outside the

country may bring funds home to take advantage of the deal."

In compliance with an Islamic ban on usury, there is no fixed interest rate on the bonds which are issued every other week and pay twice a year a fixed sum or "cash flow" linked to unspecified government development projects.

However bankers can calculate a Western-style yield which they say has remained at a margin of 20 to 50 basis points above like-dated US treasury notes.

SAMA told banks earlier it would repurchase up to 10 per cent of the value of the bonds in a bank's portfolio as long as the sum did not exceed 100 million riyals (\$27 million) during any 28-day period.

Move

But the move failed to significantly boost demand and some bankers estimate only around six billion riyals (\$1.6 billion) or 57 per cent of the initial seven issues were taken.

This means SAMA may not be able to meet its projected 1988 budget deficit of 36 billion (\$9.6 billion) without dipping further into its depleted foreign reserves.

Schad outlines bank's business prospects

WITH an eye toward enhancing its international banking activities, Commercial Bank of Kuwait sponsored an informal meeting about the bank's New York branch.

Warren Schad, senior vice-president and chief manager of the New York branch, outlined activities at the US office for the bank's management executives during a recent meeting at the Sheraton Hotel.

Schad also discussed the bank's present and future business prospects in the United States.

Importance

He said great importance is given to joint marketing activities in Kuwait to make the most of the New York branch available to customers in private banking, trade finance, real estate finance and investment banking.

Schad also elaborated on the typical deals of the branch and the services it offers to Kuwait clients with business interests in the US.

The branch offers retail, commercial, merchant and investment banking services and also provides with financial services to customers.

Besides meeting needs of exist-



Warren Schad, senior vice-president and chief manager of the New York branch of Commercial Bank of Kuwait, speaks to the bank's executives at the Sheraton Hotel.

ing customers the branch is making new contacts to further its sphere of activities.

It also maximises use of bank's capital by increasing involvement in fee generating activities.

Schad said an operation strategy has been developed to boost the image and reputation of the Commercial Bank in the United States.

WORLD STOCK ROUNDUP

SYDNEY, Sept. 27, (Reuters): The share market drifted off the day's highs to close steady in thin trading. At the close of floor trading the All-Ordinaries index was unchanged at 1,543.3.

TOKYO: Shares closed up after keeping to a high note all day. Volume was brisk in the first trading session of the new fiscal year for securities houses. The Nikkei index rose 165.81 points, or 0.61 per cent, to 27,499.56.

HONG KONG: Prices closed slightly firmer after another sluggish trading day with property shares taking most of the gains. The Hang Seng index ended at the day's highs, adding 11.89 to 2,466.27.

SINGAPORE: Prices closed marginally easier but above the morning's lows in thin and dull trading. The Straits Times Industrial index shed 0.82 points to 1,022.28.

BOMBAY: Market closed until Wednesday.

NEW YORK: Stocks were slightly lower and moving little. Bonds firmed as oil futures fell moderately. The Dow was down four at 2,081 after being up about four points earlier.

Kuwait IBM agent's progress praised

KHORAFI Business Machines — IBM agent in Kuwait — held its second Kuwait Executive Forum yesterday.

The Forum's theme was Data Bases and 4th Generation languages. Specialists from IBM International Centres presented the advances in this subject, and the latest trends and directions in the computer industry.

In an address at the conclusion of the Forum, Dr H. Breitenstein — general manager of the IBM Area South — praised Kuwait's progress in applying the latest Information Processing Technology, and confirmed IBM's continued commitment in technology transfer to the country.

SBI team to hold NRI bonds meeting

A HIGH-LEVEL delegation from the State Bank of India (SBI), led by K. Govindan, arrived in Kuwait from Bombay on Monday.

Prior to his present assignment as general manager (Overseas Operations) at the bank's central office at Bombay, Govindan was in Kuwait on deputation as managing director of Kuwait India International Exchange Co. (KIIEC) with whom the bank has a management contract.

Accompanying Govindan are Madan Lal, manager (NRI Services) of State Bank of India and H.V. Rangaswamy, who takes over as the managing director of KIIEC.

Lal had an assignment at SBI, Hong Kong as manager (credit). Rangaswamy was deputy general manager of SBI's New Delhi and Coimbatore Regional offices.

Scheme

During the delegation's three-day stay in Kuwait, it will conduct the "Futureplan Seminar" on the new scheme of NRI non-repatriable bonds, at 8.00 pm today at the Kuwait Plaza Hotel.

This marks the beginning of



General Manager of the State Bank of India's Bombay office, K. Govindan, (third from left), is shown with M.P. Dalbehra (extreme right), officiating managing director of the Kuwait India International Exchange Co., and other members of the team.

the world-wide campaign of the Bank to launch the NRI Bond Scheme and inform non-resident

Indians about the new comprehensive exclusive services now being offered to them.

The seminar is open to all interested NRI investors in Kuwait.

Joint plan to regulate coffee supplies

LONDON, Sept. 27, (Reuters): Brazil and Colombia, the biggest coffee producers, patched up differences today saying they agreed on a joint plan to regulate coffee supplies over the next 12 months.

Brazil's chief delegate to coffee talks in London, Jorio Dauster, said the plan was based on an initial global export quota of 54 million (60-kilo) bags and had general support among other producers.

System

It was a basis for negotiation with the 24 importing countries which belong to the International Coffee Organisation (ICO), he said. The producers number 50.

"I didn't see any open opposition or rejection of this system

from producers," he said after producers met today.

Jorge Cerdas, head of Colombia's delegation, said he approved of the plan.

Consumers do not yet have a common position and want more time, according to consumer group chairman Tommy Johansson of Sweden.

Quotas are needed to prevent prices crashing. The ICO talks last until the end of the week.

Today Brazil-backed proposal offered a formula for solving one of the biggest problems that beset the ICO.

Demand for quality 'mild' arabica coffee in affluent nations has recently caused shortages and higher prices on these grades, although the market is generally depressed by over-sup-

ply.

Consuming nations want producers' quota shares rearranged to provide more of the gourmet grades, but have met opposition by Brazil and others who stand to lose market share.

Formula

Monday's formula saw a graduated rise in the overall export volume, from the initial 54 million bags, if a floor price higher than the current 120 to 140 cents per pound justified it.

Brazil's Dauster said that if mild arabica prices rose 25 per cent above those for less-prized robusta, a first quota increase of million bags would go only to arabica producers.

But this would apply to all arabica producers, including Brazil, and not just growers of

the most-favoured 'mild arabica' of Colombia, Central America and East Africa.

Arabicas would get only 850,000 bags of the one million if the price premium was between 15 and 25 per cent. If it was less than that, the increase would be shared among all producers according to their fixed shares of the global quota.

Needs

"It's a fully automatic way of letting the market indicate when it needs more arabica or robusta," Dauster said.

It was not clear how far it pleased African robusta producers. Ivory Coast's Alain Gauze said: "It has some good things and some not such good things."

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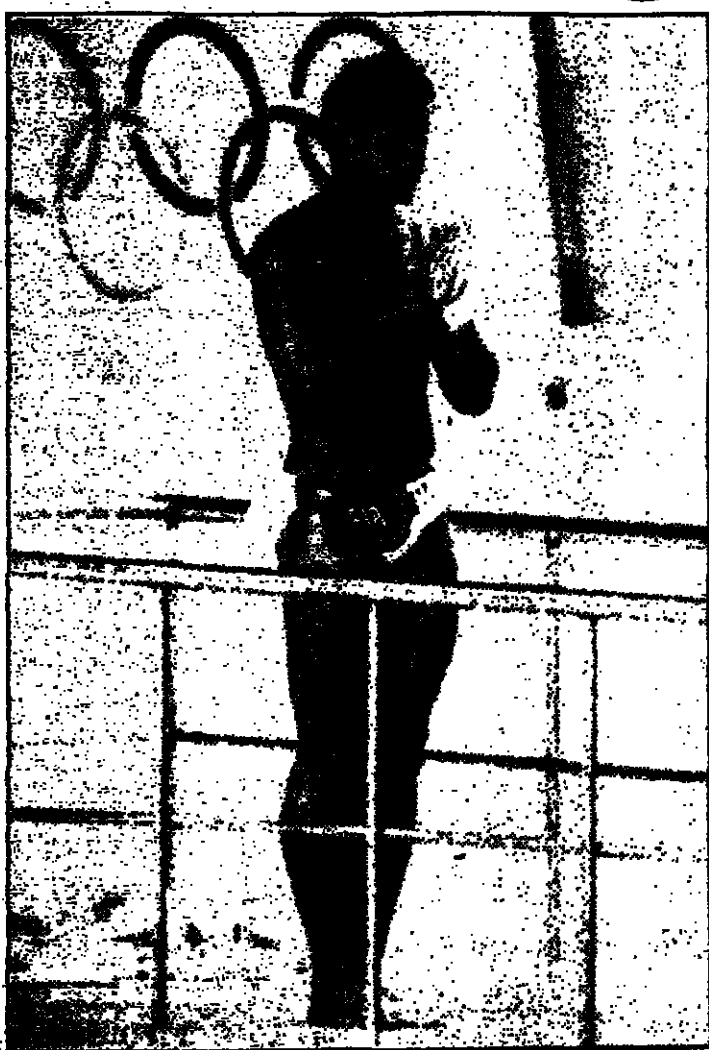
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مركز الاستثمار

CHINESE SCHOOLBOY LOSES TO AMERICAN ON LAST DIVE

Louganis gets historic double



Louganis concentrates before his last dive. (Reuters wirephoto)

SEOUL, Sept. 27. (Reuters) Greg Louganis proved himself the world's greatest diver, winning his gamble on the toughest last dive to snatch the Olympic highboard title from 14-year-old Chinese schoolboy Xiong Ni today.

The win gave Louganis an historic Olympic double of the two diving golds at successive Games.

The 28-year-old Californian trailed by three points before the last of the 10-dive series and the slight Chinese threw down a tremendous challenge with a final effort which notched a high 82.56 points.

But Louganis, who had already clinched the springboard title in Seoul, proved more than equal to the challenge and trumped his rival with the biggest score of the day — 86.70 for a stunning reverse 3-1/2 somersaults with tuck.

Repeat

The crowd squealed and cheered as the American squeezed past Xiong for the gold by little more than a point to become the first man to repeat an Olympic diving double, having achieved the feat in Los Angeles four years ago.

It equalled the performance of fellow American Pat McCormick, who scored doubles in women's diving in 1952 and 1956.

Louganis, sporting a dressing on the top of his head after hitting the board during the springboard qualifying series, captured

the gold with a total of 638.61 points.

Xiong took the silver with 637.47 and Jesus Mena of Mexico the bronze.

The American won because he finished with the harder dive — rated 3.4 in the scale of difficulty against the 3.2 of Xiong's excellent inward 3-1/2 somersaults with tuck.

It was Louganis's fifth Olympic medal in a series started with a silver in the highboard at the 1976 Montreal Games when the American was 16 years old.

Louganis, third after the first dive behind European champion Georgi Chogovadze of the Soviet Union and second after the second behind compatriot Patrick Jeffrey, took the lead with his third effort, a reverse tuck dive.

But the American dropped to fourth place in the fifth series when he scored a relatively low mark on an armstand cut-through reverse two somersaults.

The fifth dive had proved disastrous for China's Li Konzheng, Olympic bronze and world silver medalist who entered the water with legs awry and scored only 31.98 for a reverse 1-1/2 somersaults with 2-1/2 twists piked.

It plunged him from second to 11th overall and he could get back only as far as sixth by the finish of the contest.

Chogovadze assumed the lead on that fifth round, halfway point in the event, scoring high marks for his backward dive

with 1-1/2 somersaults and 3-1/2 twists.

East German Jan Hempel, European silver medalist, took over from Chogovadze on the sixth picking up the top marks of the contest so far with 77.76 for an inward 3-1/2 somersault with tuck. Louganis moved up to third, overhauling Xiong.

The American wrenched back the lead with a magnificent seventh dive which brought wild cheers and applause from the fans, outdoing Hempel with an 82.56 total for the dive the East German had scored so highly on in the previous round.

Xiong, second best qualifier after Louganis, moved to the front for the first time in the eighth series, outscoring the American by 10 points to lead by two points overall.

Chogovadze and Hempel dropped back in the eighth round, notching only 53.10 and 48.45 to slip to fourth and fifth behind Mexican Jesus Mena — and 30 points adrift of the Chinese leader.

Xiong and Louganis were left to duel for the gold and the young Chinese squeezed another precious point ahead as both drew gasps with the highest-scoring efforts so far with identical dives — 84.15 for Xiong and 83.16 for Louganis for their reverse 3-1/2 somersaults with tuck.

All hinged on the final dive and the American produced one last huge effort to earn his place in Olympic history.



Lewis (left) waves to a group during a speech at a church in Seoul. (Reuters wirephoto)

Lewis on course for four gold medals

SEOUL, Sept. 27. (Reuters) Carl Lewis is unexpectedly on course for four gold medals after the shock expulsion of Ben Johnson from the Seoul Olympics.

He runs the 200 metres final tomorrow in an athletics competition blighted by the biggest drugs scandal to hit the sport.

Lewis, who finished a well-beaten second to Johnson, will now collect his gold medal and become the first man to retain the Olympic title.

The 27-year-old American kept his long jump title yesterday and he will also anchor the 4x100 metres relay team.

He starts clear favourite in the 200 final in the absence of world champion Calvin Smith, who did not qualify for the American team.

The implications of Johnson's disqualification will haunt what has been one of the finest track and field meetings.

The 200 is one of four finals to be decided tomorrow after today's rest day.

World record holder Harry Reynolds runs in the 400 with his main challenges expected to come from teammates Steve Lewis and Danny Everett and Nigerian Innocent Egbunike.

Soviet pole vaulter Sergei Bubka looks certain to add an Olympic gold to his world and European titles while East Germany's world champion Sabine Busch takes on world silver medalist Debbie Flintoff-King of Australia in the women's 400 metres hurdles final.

Competition starts tomorrow with the decathlon 100 metres and defending champion Daley Thompson of Britain facing the

sternest test of his life. Thompson, champion in 1980 and again in 1984, lost his world title to East German Torsten Voss in Rome last year and finished only ninth in an event he had dominated for most of the past decade.

Lewis, meanwhile, addressed the congregation at a Seoul gospel church while Johnson headed home in disgrace.

Lewis and 20 other athletes will "share their personal lives" with the worshippers at Yoido Full Gospel Church today, a press release said.

Lewis's doctor said yesterday that the sprinter would never use banned substances.

Don Baxter, a US sports doctor who has treated 11 current Olympians including Lewis, told Reuters by telephone that he had treated the American sprinter on several occasions and warned him not to use steroids.

"He is very aware of it, he would never get near the stuff," Baxter said.

He said medical testing is becoming increasingly sophisticated and can detect the presence of anabolic steroids for up to three months. "They can detect things in the system for longer periods of time," Baxter said.

Baxter, an orthopaedic surgeon, told Reuters it was possible that Johnson took steroids to help him recover from his recent hamstring injury. "It (steroids) makes the injury improve significantly faster, so they (athletes) can get back to their training quicker," he told Reuters.

US to face Yugoslavia

SEOUL, Sept. 27. (Reuters) The United States crushed arch-rivals the Soviet Union today to set up a golden final against Yugoslavia in women's Olympic basketball.

The Americans raced to a 102-88 victory, while Yugoslavia squeezed by Australia 57-56 when Andjelija Arbutina scored with two seconds left.

Yugoslavia and the United States play for the gold on Thursday. The Soviets and Australians compete for the bronze medal tomorrow.

Charge
The Americans, with Cynthia Cooper and Katrina McClain spearheading the charge, used quickness on offence and a spirited defence to win their first Olympic encounter against the Soviet squad since 1976.

The US women lost by 35 points in Montreal to finish runners-up to the Soviet Union.

But the Americans have had the upper hand in the last few years, winning both the World Championship and Goodwill Games titles in Moscow in 1986.

Cooper, slicing through the Soviets with her quick first step and ball handling skill, drove the lanes for 27 points, including 10-13 from the foul line. McClain, providing the finishing touches from underneath, had 26 points and 15 rebounds.

The 1984 Olympic champions used a fast break attack to pile up a 19-point lead in the first half but the Soviets fought back with a more physical half-court approach to pull within eight before going into halftime 50-39 behind.

The advantage dwindled to five at 65-60 before the Americans went on a 16-7 tear to pad their lead for good.

Soviet Union shock China in volleyball

SEOUL, Sept. 27. (Reuters) The Soviet Union tore apart China's wall of defence and bundled the title holders out of the women's Olympics volleyball competition with a shock 3-0 (15-0, 15-2, 15-2) semifinal win today.

The Soviet team, who boycotted the 1984 Los Angeles Games, stunned the favourites by storming to a 15-0 win in the first set in 11 minutes.

The Soviet Union meet Peru, who beat Japan 15-9, 15-6, 6-15, 10-15, 15-13 in the other semifinal, in the final on Thursday.

The demoralised Chinese, who suffered an upset 3-2 loss to Peru in the preliminaries, hurriedly patched up their defence and appeared to make a comeback in the second set with strong rallies.

But they failed to find the finishing touch, squandering each service change with bad services or mis-timed blocks which allowed the Russians to take the set in 21 minutes.

Graf rallies to outlast Savchenko

SEOUL, Sept. 27. (Reuters) Grand Slam champion Steffi Graf, who rallied from 3-1 down in the final set against Russian Larisa Savchenko, and Gabriela Sabatini moved a step closer to an Olympic final showdown when they won their quarterfinals today.

Graf, whose only two defeats this year were by Sabatini, looked uncharacteristically patchy in her 6-2-4-6-3 win over the Russian, temporarily losing the power of her forehand during the second set and missing three chances to convert break points.

"I could have lost it," Graf said of her first match against Savchenko. "I haven't had that feeling for a long time."

The 17-year-old Natalia Zvereva looked a match for Sabatini but the Soviet player's nerve failed her on key points and the Argentine won 6-4-6-3.

In Thursday's semifinals West German Graf will play Zina Garrison, who comfortably beat American team-mate and doubles partner Pam Shriver 6-3-6-2.

Sabatini's semifinal opponent is Bulgarian Manuela Maleeva who ended Raffaella Reggi's run with a 6-3-6-4 win. The unseeded Italian put out second seed Chris Evert of the United States in the third round.

Graf, who won the demonstration tennis event at the 1984 Los Angeles Olympics, went 3-1 down in the deciding set after being broken when she put a forehand wide.

But the 19-year-old world number one took a deep breath and won her next service game to love. She broke back for 3-3 when Savchenko double-faulted and had her service forehand working perfectly again to win the final three games.

Sabatini, beaten by Graf in the US Open final earlier this month, broke Zvereva at the second attempt in the 10th game, forcing an error from the Russian to take the first set.

Zvereva, beaten in both her previous meetings with Sabatini, struck some fine volleys to break her opponent's opening serve in the second set.

But Sabatini controlled a fast baseline rally to break back immediately. An error from Zvereva after a long sixth game going three times to deuce gave Sabatini a 4-2 lead and she held her next two serves to win the 81-minute match.

With Evert gone the American team were at least assured one women's singles medal when Shriver and Garrison, the fourth and eighth seeds, stepped out for their quarterfinal. Both losing semifinalists will get bronze medals.

Garrison, who lost to Sabatini in the US Open semifinals, beat Shriver with surprising ease on the windy centre court.

Shriver said she had found it hard to face the idea of playing her Olympic village room-mate for a place in the medal rounds.

"It is a very funny situation to be in," she said. "I think I am always a better team person and suddenly today for the first time in 10 days we were individuals."

Reggi put up a good fight against Maleeva, ranked eighth in the world. At 5-2 down in the second set she broke the Bulgarian's service and she saved a match point at 5-3 when Maleeva sent a forehand wide.

But Reggi was unable to maintain any pressure and she lost the final game to love, conceding the match when she failed to return a volley.

Brazil and Soviet Union win

PUSAN, South Korea, Sept. 27. (AP) Brazil and the Soviet Union reached the finals of the Olympic soccer tournament today, both battling down their semifinal opponents after the end of regulation time.

Brazil, the 1984 silver medalist, downed an off-target West Germany in a penalty shoot out after the game ended in a tie following 30 minutes of extra time which left the two level at 1-1.

The Soviets defeated Italy 3-2 in overtime after the first 90 minutes also produced a 1-1, and will chase their first Olympic soccer gold in 32 years.

Brazil will play the Soviet Union Saturday for the gold medal. Italy, which lost 3-2 to the Soviets in their semifinal today, faces West Germany Friday for the bronze.

Italy came into the semifinals tired from an overtime quarterfinals defeat of Sweden less than 48 hours before. The Soviets played a waiting game before overpowering their opponent mainly using sheer athletic power in a game of muddling quality.

Italy thus missed revenge for its elimination at the hands of the Soviets in the semifinals of last June's European Championships.

But it still has a chance for its first Olympic soccer medal since winning the tournament at the 1936 Berlin Games.

The Soviets last won the Olympic title at the 1956 Olympics in Melbourne, Australia. They won bronze medals in 1972, 1976 and 1980.

After an uninspiring first half, the game at Pusan came alive when Italian forward Antonio Virdis put his side ahead with a thoughtful header in the 50th minute.

Tally
The Soviets responded with an offensive blitz in which Igor Dobrovolski scored the equalizer only 12 minutes from the final whistle, upping his tournament tally.

The Italians held on until the end of regulation time but then succumbed to renewed Soviet pressure. Arminas Narbekovas sent a flat shot past excellent Italian keeper Stefano Tacconi just two minutes into overtime,

on an assist by Dobrovolski.

Italy's misfortune was compounded when key defender Ciro Ferrara was sent off after a foul three minutes later.

Soviet international Alexei Michailichenko, his side's stand-out player as midfield engine, scored the decisive 3-1 shortly thereafter.

Italy's second goal by Andrea Carnevale came only seconds before the end of play.

"I knew we were going to win, even after the 1-0," Soviet coach Anatoly Bykhovets said.

Italian coach Francesco Rocca said, "many on the team played well," though he noted Tacconi and Virdis were slightly injured.

He got his choice of bronze medal game opponents, though. "Brazil would be harder than Germany. I've seen them, they are strong," Rocca said before the outcome of the other semifinal was known.

In the West Germany-Brazil match, Holger Fach put the Germans ahead with a header in the 50th minute and Brazil's Romario tied it, also with a header, in the 80th.

Britons take gold in borrowed boat

PUSAN, Sept. 27. (Reuters) Mike McIntyre came to the Olympics with a borrowed boat, a crewman with a bad eye and little hope of a medal. He will go home with a gold.

The 32-year-old McIntyre clinched Britain's first medal in the star class with Bryn Vaile today, barring last-minute protests, just seven months after they first raced together.

"We borrowed the boat from the guy Bryn raced with last year and he suggested Bryn got someone to sail with," McIntyre said after his victory at the South Korean port of Pusan.

"Boats are pretty expensive — I can't afford it," he said.

McIntyre, a tall, balding sales manager, and Vaile clinched the gold after overnight leader American Mark Reynolds broke a line holding up his mast.

Just 18 months ago Vaile's yachting career looked in jeopardy because of an eye problem which required a cornea graft. He raced in special sealed dark goggles to stop water getting into his eyes.

Johnson's fall from grace follows 24-hour wait for test

SEOUL, Sept. 27. (Reuters) Ben Johnson's flight of shame from Seoul began with a knock on his hotel room door at 3 am today — more than 24 hours after he knew he had failed his first dope test.

Johnson was hustled out of his hotel. Seven hours later he was on the plane to New York — his brief Olympic glory in tatters.

This is how the 26-year-old world champion fell from grace after his 100-metres victory over Carl Lewis in world record time.

Interview
1.30 pm Saturday — Johnson was the race. After receiving his medal, he is escorted by his manager and coach to a television interview at the Olympic stadium where he receives congratulations by telephone from Canadian Prime Minister Brian Mulroney.

Johnson's manager and coach then try to take him to an interview room where 500 journalists are waiting.

A 10 minute argument erupts in a stadium corridor between Johnson's manager Larry

Heidebrecht and South Korean Olympic Organising Committee (SLOOC) officials over where the athlete should go first — to the news conference or to the doping control room.

SLOOC officials win. Johnson spends the next two and a half hours in doping control. He says he urinated prior to the race and cannot provide a sample immediately. He finally provides two samples — one sealed in a bottle labelled 'A' another 'B'.

After the news conference, Johnson attends a private party and spends Sunday relaxing in a sauna and watching the track and field events at the stadium.

On Sunday, sample A is tested at the International Olympic Committee laboratory. Present during the testing are Dr William Stannis, Canadian Olympic team chief medical officer, and Johnson's physiotherapist, Waldemar Matyszcwski.

Monday 1.45 am — Carol Anne Letheren, chef de mission of the Canadian Olympic team, is informed by a letter from the



Security personnel clear the way for Johnson as he boards a plane to leave Seoul. (Reuters wirephoto)

IOC that the A-sample from Johnson's doping test has tested positive.

2 am — Coach Charlie Francis

tells Johnson his A-sample shows he took the banned anabolic steroid, Stanozolol. The letter says Canadian

officials, including Johnson if he wishes, should be present later that morning when the B-sample is analysed at the same laboratory by a different team.

Johnson claims the bottle of herbal drink he carried on the day of the race was spiked.

10 am — Johnson's B-sample is tested. Present are Letheren, Johnson's coach Charlie Francis and Canadian track and field team manager Dave Lyon. Johnson arrives while the sample is being tested. The test is concluded at 1 pm.

8 pm — Prince Alexandre de Merode, head of the IOC Medical Commission learns that Johnson's B-sample has also tested positive.

10 pm — Canadian officials, including Letheren, Stannis and Canadian Olympic Association president Roger Jackson appear before the IOC Medical Commission for two hours to argue on Johnson's behalf.

Johnson's presence at the meeting is not requested by the IOC Medical Commission and

the sprinter does not ask to attend to speak on his own behalf.

The IOC Medical Commission meets privately for two hours after the Canadian delegation on Johnson's behalf. The officials dismiss Johnson's allegation that someone tampered with his drink.

The medical commission tells the Canadians shortly before 3 am today it will recommend to the IOC executive that Johnson has tested positive for a banned substance.

3 am — Letheren and Stannis return to the Hilton Hotel to inform Johnson of the commission's findings.

Letheren says Johnson "is in a complete state of shock" when informed of the findings. He returns his gold medal to Canadian Olympic officials and is thrown off the team.

10.30 am — Johnson raises a bleak smile to his sister Jean as they and Francis board Korean Airlines flight KE026 for New York.

SPORTS

PAKISTAN SCORE 264 FOR THREE

Miandad slams Aussies for ton

FAISALABAD, Pakistan, Sept 27, (Reuters): Pakistan's captain and most accomplished batsman, Javed Miandad, hit his second century in consecutive Test innings to frustrate Australia in the second cricket Test today.

Miandad scored a masterly 107 not out, after surviving a very confident lbw appeal early on, and carried Pakistan's second innings to 264 for three—a lead of 259—at the close of the fourth day. The match ends tomorrow.

Australia had hinted at taking the initiative when they sent back openers Mudassar Nazar and Rameez Raja in quick succession after they put on 64, but Miandad thwarted their ambitions with his 19th Test hundred, following his 211 that helped Pakistan to win the first Test in Karachi.

Miandad, who received stout support from Shoaib Mohammad (74), reached three figures in the final session, racing from 89 to 101 with three consecutive fours.

He cracked off-spinner Tim May twice to the ropes and then majestically drove medium-pacer Steve Waugh to the cover boundary to reach his century in 240 minutes. The Pakistan captain faced 172 deliveries and hit



Miandad: 2nd straight century

16 fours and a six in achieving his sixth hundred against Australia. With the pitch playing easily, Allan Border's Australians face

an immensely hard task to try and snatch a win to level the three-Test series. A crucial point in Miandad's

innings came when he was on five and survived a strong appeal for leg before against left-arm fast bowler Bruce Reid.

The appeal was rejected by umpire Mahboob Shah, who was at the centre of controversial decisions during the first Test in which the touring team protested against both the umpiring and the pitch.

Pakistan were then 76 for two, and Miandad went on to build a third-wicket partnership of 172 with Shoaib.

The Australian bowlers were once again let down by their fielders as Rameez and Shoaib were both dropped. Shoaib was 47 when he drove May uppishly but Tony Dodemaide spilled the catch at mid-on as he fell to the ground.

Shoaib's fine innings of three hours 18 minutes ended when he stepped out to drive May, was beaten in the flight, and Ian Healy stumped him. Shoaib's sixth half-century in his 19th Test included two sixes off the luckless leg-spinner Peter Sleep, in addition to seven fours.

Pakistan had launched their second innings when play resumed after yesterday's rest day, and they were given their best start of the series by Mudassar and Rameez before both were

dismissed in the space of six deliveries.

Mudassar was given out by umpire Tariq Ata for 27 to a bat-pad catch by Border at silly mid-off off May, whose long spell of 28 overs gave him two for 94.

Rameez, who was missed on five by Allan Border at first slip off Reid, was eventually out to Waugh as he pushed forward to a slower delivery and gave David Boon at silly mid-on an easy catch.

Scoreboard

PAKISTAN first innings 316 (Ejaz Ahmad 122, Salim Yousaf 62, T. Dodemaide 4 for 87)

AUSTRALIA first innings 321 (G. Marsh 51, A. Border 113 not out)

PAKISTAN second innings

Mudassar Nazar c Border b May 27

Rameez Raja c Boon b Waugh 32

Shoaib Mohammad st Healy b May 74

Javed Miandad not out 107

Salim Malik not out 9

Extras (lb-4 sb-11) 15

Total (for three wickets) 264

Fall of wickets: 1-64 2-64 3-236

To bat: Ejaz Ahmad, Salim Yousaf, Abdul Qadir, Tausseef Ahmad, Iqbal Qasim, Salim Jaffer.

Bowling: Reid 18-5-55-0, Dodemaide 10-3-27-0, Waugh 10-3-30-1, May 28-7-94-2, Sleep 13-4-51-0, Border 1-0-3-0.

Usha out of Indian relay team

SEOUL, Sept 27, (Reuters): Indian officials quelled a threatened mutiny by three of their six-strong, all-women track team today.

Coach R. Gnanasekaran said one of the three, Vandana Rao, would replace Asian 400 metres hurdles champion, P.T. Usha, in the 4x400 metres relay heats on Friday.

Rao had threatened to walk out of the Games unless she was put in the team. Two other members of the relay squad, Vandana Shanbagh and Ashwini Nachappa, had threatened to return to India if Usha ran in Friday's relay.

"Usha is not physically fit to run," said Gnanasekaran. He was reported by team sources to be locked in a battle with the hurdler's coach, O.M. Nambiar on the makeup of the relay squad, rated Asia's best.

Nambiar had said before Usha's 400 metres hurdles heats on Sunday that she was feeling some pain from a heel injury but was otherwise in good shape to compete in the Games.

Usha finished 31st out of 35 athletes in the first round of the event where she had finished fourth at the last Olympic in Los Angeles. She told reporters she was unfit.

The Indian track and field team are all women because the men were not good enough to qualify. Usha's injury kept her out of the Olympic trials but she was included in the Seoul team after pressure from the Indian government.

A trial run was arranged for Usha today, where she clocked 55.2 seconds, 4.04 second slower than her fastest time over the distance. A team official said she was immediately replaced in the relay squad by Rao.

Usha's removal from the team leaves Mercy Kuttan, Shiny Abraham, Vandana Shanbagh and Rao to run the relay.

India has won eight Olympic medals in the 1988 Seoul Games, including a silver in the 1952 Helsinki Games.

Rostagno first seed to fall

SAN FRANCISCO, Sept 27, (Reuters): American Derrick Rostagno, a quarterfinalist at the recent US Open, was the first seeded casualty at the \$415,000 San Francisco Grand Prix tennis tournament yesterday.

Rostagno, seeded seventh, was beaten 6-4 6-2 by compatriot Paul Annacone, who lies just four places below him in the world rankings at number 42.

Dan Goldie, the only other seed in first round action yesterday, needed two tiebreakers to defeat unseeded Australian, Brod Dyke 7-6 7-6. Sixth-seeded Goldie will now meet 16-year-old fellow-American Michael Chang, who defeated West German Patrick Kuhnert 6-4 6-2.

NFL game

NEW YORK, Sept 27, (AP): Los Angeles Raiders beat Denver Broncos 30-27 in the only National Football League game last night in overtime. Raiders are at the top of American Conference West.

Johnson stripped of his gold medal

(Continued from Page 1)

back his 100 metres gold medal when dope tests showed up the banned anabolic steroid Stan-ozolol.

Carl Lewis, pulverised into second place by Johnson, was awarded the medal and said he would welcome his arch-rival back into competition when he had sorted out his life.

Johnson's departure in shame, escorted onto a flight to New York by a phalanx of security guards, eclipsed sport on day 11 of the Games and left a cloud of suspicion hanging over other athletes.

The Jamaican-born Canadian was the seventh athlete at the Games to fail a dope test but his status as a sporting superstar made all the other cases pale into insignificance.

"It was a major shock," said US Olympic 110 metres hurdle champion Roger Kingdom. "There had been a lot of talk about cover-up on major athletes, but no one really knew what it meant."

He added: "The way the world is now, if a person suddenly improves performance, the first thing people think it that he or she was using drugs and not that he or she has finally got things right."

IOC President Juan Antonio Samaranch described Johnson's unmasking as a blow to the

Olympic movement, embarked on a "drugs equals death" drive to rid sport of a scourge that has shadowed the Games since the early 1960s.

The athletes statement called for a full inquiry into each case of doping to determine who among athletes, coaches and officials were involved and for a life ban on first offence.

"It's common knowledge that the athletes who get caught made a mistake. That's the reality. That's the way the game is played," Moses told a news conference at which the statement was presented. "There is a cloud over the Olympic Games."

"We've been banging our heads on the wall. I hope this will crystallise things in everyone's mind and that things will change," he added.

Commission member and former American power Anita DeFranz said: "It's time for athletes to take a stand and say doping is cheating, disgusting and vile. It's cowardly."

"The fastest man in the world is no longer the Olympic champion and never will be again."

Johnson handed over his medal before he left to Canadian officials. They said the sprinter and his coach Charlie Francis claimed a drink of herbal saparilla. Johnson had with him at Saturday's race had been spiked.

The allegation was rejected by the IOC and the International Amateur Athletics Federation (IAAF), which banned Johnson for life with the possibility of an appeal in two years' time.

The information given in the analytical data spoke in favour of the substance having been given over a period of time, some time ago," IAAF Medical Commission chief Arne Ljungqvist said.

Lewis, now back on course for a repeat sweep of the four track and field golds he scooped in Los Angeles, ran the fastest race of his life to finish second in 9.92 seconds to Johnson's unprecedented 9.79.

Johnson's Olympic time was scrubbed but he remains world record holder on the time of 9.83 seconds he set when he beat Lewis at the World Championship in Rome last August.

Lewis alleged after Rome that many top athletes used drugs but did not name names.

He was quoted by his coach Tom Tellez as saying the Johnson test had confirmed "what we thought all along." But Lewis later said in a statement put out by his manager that he would welcome Johnson's return to sport.

"Ben is a great competitor and I hope he is able to straighten out his life and return to competition," he said.

Lewis also told a gospel church audience in Seoul that his dead

father appeared to his mother in a dream on the eve of his Olympic showdown with Johnson and told her everything would be fine.

"Today we found out that it was," Lewis said.

Johnson's sudden drug-driven fall from grace and Olympic gold sent a numbing shock of disbelief through his country today for Canadians.

The news that Johnson had tested positive for use of a body-building drug, and had been stripped of his 100-metre gold medal at the Seoul Summer Olympics was greeted with disappointment bordering on horror.

In Ottawa, Canadian Prime Minister Brian Mulroney—who had called Johnson to congratulate him on Saturday after he defeated Lewis—described his disqualification as "a moment of great sorrow for all Canadians."

Mary Hudson of Quebec city said: "I really don't think anyone will get over it."

Canadian Amateur Sports Minister Jean Charest said he had been warned that Johnson might be using drugs that led to the gold medalist's disqualification in Seoul.

Charest told a news conference late last night that he had been told once or twice by private citizens that perhaps the Canadian sprinter was using steroids.

Baseball results

NEW YORK, Sept 27, (Reuters): Results of the Major League baseball games played yesterday.

American League			
New York	5	Baltimore	4
Toronto	11	Boston Red	1
Detroit	6	Cleveland	3
Texas	5	Chicago	3
Kansas City	5	Seattle	0
National League			
St Louis	7	Pittsburgh	1
Montreal	3	Chicago	2
New York	10	Philadelphia	4
Los Angeles	3	San Diego	2
Cincinnati	5	San Francisco	2

Glamorgan player

LONDON, Sept 27, (Reuters): Glamorgan fast bowler Greg Thomas, who has won five England caps, is leaving the county after declining to renew his contract, the cricket club announced today.

Chaney scrapes into semifinals

SEOUL, Sept 27, (Reuters): Graham Chaney ended American hopes of equaling their record Los Angeles haul of nine golds today, claiming Australia's first boxing medal since Tony Madigan lost to Cassius Clay to take a bronze in the 1960 semifinals.

But the US, Soviet Union and East Germany emerged from the first round of the quarterfinals with three boxers through to the semifinals and guaranteed at least a bronze medal.

As the gruelling 430-fight tournament neared its final stages, light-welterweight (63.5

kg) Chaney scraped through on a 3-2 decision over Todd Foster after an all-action scrap that left both men bloody and exhausted.

Light-flyweight (48 kg) Michael Carbajal, lightweight (60 kg) Romalis Ellis and light-heavyweight (81 kg) Andrew Maynard were the three US winners.

The Soviet Union lost their morning session bout but bounced back with three wins in a row in the evening.

Light-heavyweight Nurmagomed Shaanavazov scored their most dear-out victory when he won every round on the jud-

ges' cards against Italy's Andrea Maggi.

East Germany's Henry Maske underlined his medal prospects with a resounding 5-0 win over Italy's Michele Mastrodonato in a middleweight (75 kg) bout.

Stopped

Two Swedes unexpectedly qualified — light-welterweight Lars Myrberg who stopped Mexican Humberto Rodriguez in the first round and lightweight George Cramme who outpointed Britain's Charles Kane.

Thirteen countries share the other semifinal spots.

Sanabria stops Benichou to retain IBF title



Sanabria raises his arms in victory. (Reuters wirephoto)

NOGET-SUR-MARNE, France, Sept 27, (AP): Venezuelan Jose Sanabria retained his IBF world champion super bantamweight title last night as the referee stopped the contest in the 10th round following an eye injury to challenger Fabrice Benichou of France.

It was Sanabria's second defence of his title and his 14th victory. The 25-year-old champion has had three defeats and two no-contests.

Counts

It was the sixth defeat for Benichou, 23, former European bantamweight champion who counts 19 victories and one no-contest.

Benichou, whose left eye was bleeding and closed, following successive blows, registered a solid fight against the champion and maintained later he could have won on points.

The fight had been scheduled for 12 rounds.

Benichou, moving aggressively from the first round when

he knocked the champion off balance in the opening seconds, placed several effective rights in what appeared to be an even match.

Commentators suggested the match, at the Baltard stadium in this eastern Paris suburb, could have gone either way.

Sanabria, more measured, kept the challenger at a distance much of the time, only going on an outright offensive in the sixth, ninth and 10th rounds.

But an upercut by Sanabria in the 10th left Benichou's left eye bleeding and swollen shut.

Referee Dale Grable of the United States interrupted the match and, after the advice of a doctor, halted it. Sanabria was declared victor.

"Normally, I would have won the match," Benichou said seconds after the contest was stopped. "I would have won on points."

Sanabria, weighing in at 54.4 kilograms, offset the aggressive energy of Benichou with a cooler, more stylized perfor-



An action shot from a game last season.

Little League season to start next month

By Gail Seery

KUWAIT'S Little League baseball season commences on October 30, and the organisation will be holding preparatory tryouts at its baseball ground near the Highway Patrol department on the Sixth Ring Road on Friday, between 9 and 11 am.

Suleiman Sakheh, the group's president, told the Arab Times that the Little League catered for four levels of baseball: T-Ball for 5 to 7 year olds, Minor League for 7 to 9 year olds, Little League for 9 to 12 year olds and Senior League for teenagers aged from 13 to 15 years old.

Last year only T-Ball and Little League games took place, but the voluntary committee which organises the games felt that they should extend their activities to cater for those children who were either too old or too young for the existing categories.

Sakheh explained that the League is run by parents and

baseball enthusiasts, but that it is looking for sponsors to assist for the 1988/89 season.

"The League is open to everybody interested in baseball, but no experience is necessary," said Sakheh. Currently a variety of different nationalities play, and girls are more than welcome to take part.

Sakheh hopes that the teams will be able to compete elsewhere in the Gulf area, and wants to invite teams from Dubai and Saudi Arabia to come to Kuwait to play.

Another innovation is that there will be two distinct seasons, running from October to December and from January to April/May. "In the past we've had around 150 kids, and this time we're expecting at least two hundred," he said.

The games will be held on Thursdays and Fridays, with additional practice sessions held during the week.

For further information contact Suleiman Sakheh on 561517 or Rose Navarro on 2650432.

Starlite win easily

STARLITE scored an easy nine-wicket victory over Falcon Cricket Club while Bright Stars managed to beat Morning Star by three runs in Gulf Bank League matches at Ahmadi over the weekend.

At the New Ground, Falcon won the toss and elected to bat but suffered an early setback when the opener was caught and bowled by Manjire for six with the total at 13.

Struggling

Two more quick wickets by Zagar and Bader reduced Falcon to 56 for three before Imran (37) and Ayun (40) took Falcon to a respectable score.

Things, however, turned Starlite's way with the dismissal of both these players and soon Falcon were struggling at 98 for six. A determined unbeaten 18 took Falcon to 133 for the loss of six wickets in the 24 allotted overs.

Bader was the main wicket-taker with three for 22 while Qayyum took two and Zagar and Manjire got one each.

Chasing 134 runs for victory, Starlite opened their innings through Arif and Bader who put on 54 runs for the first wicket before the latter was caught off Zahid for 34.

Arif, however, was never in trouble and hit seven fours and a six in his unbeaten 66 as Starlite went past the victory target for the loss of only three wickets.

Qayyum remained unbeaten on 33.

In the second match at the Oval, Bright Stars scored 145 for the loss of five wickets in their 20 allotted overs. The main contributions came from Moham-

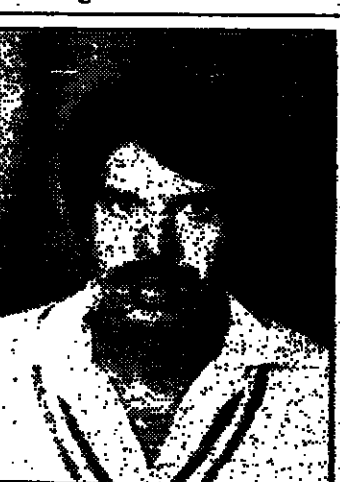
med Ali who hit 31, Saleem with an unbeaten 32, Zulqarnain 26, Arun 23 and Robin with an unbeaten 12.

Morning Star opened their innings through Sobail and Naeem who put on 23 runs in the first four overs before Mohammed Ali dismissed both of them to reduce Morning Star to 42 for two.

Trouble

Skipper Saleem was not to be outshone as he put Morning Star in more trouble by taking four wickets for 16 runs in only six overs to get rid of the middle order.

Only the Bashir Brothers put up any resistance. Amjad batted determinedly for 46 while a watchful Anjum scored 30. Morning Star were finally able to score 142 for seven — three runs short of their target.



Riffat: five for 18

LOCAL CRICKET

Skylark and Social triumph

SKYLARK Cricket Club scored a seven-run victory over Blue Star Cricket Club in a Goodyear-YMCA Winners Cup tournament match at the Ahmadi Governorate ground on Friday.

Batting first, Skylark scored 150 for the loss of eight wickets in 28 overs while Blue Star were only able to reply with 143.

Victor Martin was the top scorer for Skylark with 52 while Walter Fernandes got 23. Philip D'Souza and Patrick D'Silva were the only other batsmen to reach the double figures with 14 each.

For Blue Star, Asfaq took four wickets while Asir got two and Naeem Asim one each.

Blue Star got off to a good start with Nawad scoring 22 and Kashi 19 but it was Mohid who nearly turned the tables on Skylark with 42. But the other batsmen could not master the Skylark bowling.

Lany was the main wicket-taker for Skylark with four for 21 while Philip took two for 14. Pareesh two for 30, David one for 30 and Victor D'Souza one for one.

Retired

In the second match of the same tournament, Social Cricket Club beat YMCA by 47 runs.

Batting first, Social scored 180 for the loss of five wickets. Inam and Prashant put on 127 runs for the first wicket. Inam retired after hitting 42 while Prashant hit 41. The other Social batsmen to do well were Chris with an unbeaten 29, Dawood 25 while Winston took one for 46.

In reply YMCA were all out for 132. Inam was the top scorer with 29 while Sandeep Arya hit 23, Arif 18 and Haffiz 15.

Rafiq took four wickets for 21, Mervyn three for 32 and Dawood and Danny got one each for 21 and 13 runs respectively.

Evergreen sail past Siddique

EVERGREEN defeated Siddique Cricket Club by 36 runs in their opening match of the season at the Abdullah Salam grounds earlier this week.

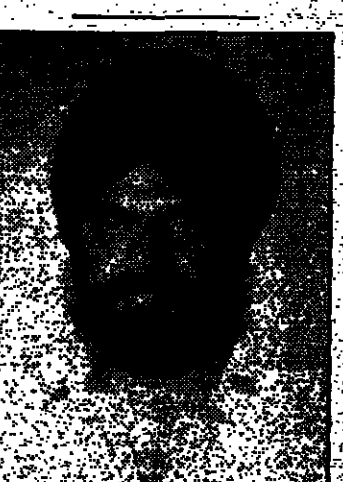
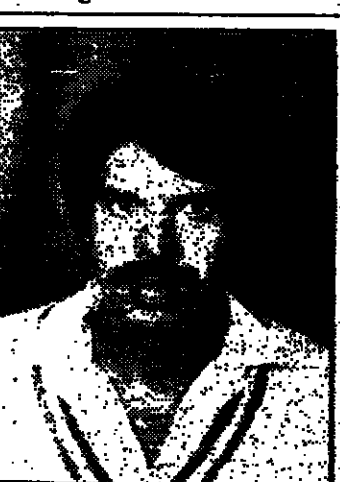
Evergreen's captain, Razaq, after winning the toss, opted to make first use of the crease and his team put on 227 for the loss of four wickets in the 28 allotted overs. The major contributions came from Ejaz and Baber who hit 108 (retired) and 84 respectively.

Unbeaten

Ejaz hit eight fours in his innings while Baber hammered two sixes and six fours. Razaq was unbeaten on 21 at the end of Evergreen's innings.

Siddique could only muster 191 for eight in their allotted overs. Tariq scored 46, Sherif 32, Mahmood 31 and M. Tariq 29.

For Evergreen, Dawood and Ejaz took three wickets each for 20 and 30 runs respectively. Asad Baig and Rafiq shared the other two wickets.



Sethi: scored 88

CCK rout Flying Arrows

CCK made a convincing start to the new cricket season with a 10-wicket victory over Flying Arrows in a Jashannal Trophy match at the Ahmadi grounds earlier this week.

Flying Arrows were out for 105 and CCK got the runs without losing any wicket. Sajid hammered four sixes and five fours in his unbeaten 70 while Raees slammed 31.

Earlier on, Riffat took five Flying Arrows' wickets for only 18 runs to do the damage. He was well supported by Faisal with four for 38 while Raees got one wicket.

In the second match, a fine 69 by Sethi helped BKME score a 7-wicket victory over NBK.

NBK, batting first, scored 150 mainly due to a 90-run partnership between Andrew and Sai for the third wicket. None of the other batsmen could face the BKME bowlers with any confidence. Andrew scored 55 and Sai 41.

Ronnie took three for 19, Mathew two for 25 and Sahni two for 36.

BKME player hit the NBK bowler at will and went past the victory target in the 16th over for the loss of three wickets. Besides Sethi, the other batsmen to do well were Ramesh with 35, and Rodney 26.

For NBK, Sai claimed two w